
SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 26th September, 2025
at 10.30 am in Council Hall - English Street, Dumfries

Members of the Board

| | |
|----------------------------|--------------------------------|
| John Campbell (Chair) | Dumfries and Galloway Council; |
| Karen Jackson (Vice-Chair) | South of Scotland Enterprise; |
| Dougie Campbell | Dumfries and Galloway Council; |
| Ivor Hyslop | Dumfries and Galloway Council; |
| David Inglis | Dumfries and Galloway Council; |
| Stephanie Mottram | NHS Dumfries and Galloway; |
| Keith Walters | Dumfries and Galloway Council; |

Simon Bradbury
Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 26th September, 2025
at 10.30 am on Council Hall - English Street, Dumfries

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTE OF MEETING ON 27 JUNE 2025** 5 - 10
FOR APPROVAL.
4. **MINUTE OF MEETING ON 23 JULY 2025** 11 - 14
FOR APPROVAL.
5. **CALENDAR OF MEETINGS - UPDATE** 15 - 16

Members of the Board are asked to agree an amendment to the Calendar of Meetings, to accommodate the presentation of the audited accounts, so that the next scheduled meeting is moved to 21 November 2025.
6. **PRESENTATION - WEST COAST MAINLINE ENGINEERING WORKS JANUARY 2026** 17 - 18

Members of the Board are asked to receive the presentation from Avanti West Coast and TransPennine Express.
7. **PRESENTATION- STRATEGIC ROADS INVESTMENT PLANS** 19 - 20

Members of the Board are asked to receive the presentation from Transport Scotland.
8. **PRESENTATION- SOUTH OF SCOTLAND ENTERPRISE** 21 - 22

Members of the Board are asked to receive the presentation from South of Scotland Enterprise.
9. **LOCAL BUS NETWORK UPDATE**

COPY TO FOLLOW.
10. **SCOTTISH PARLIAMENT ELECTION 2026: SWESTRANS MANIFESTO ASKS** 23 - 26

Members of the Board are asked to (1) consider and discuss the

manifesto asks outlined in this report; (2) agree the final SWestrans Manifesto Asks for submission to Scottish political parties; and (3) approve the dissemination of the final Manifesto Asks to Scottish political parties and their manifesto teams.

- | | | |
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| 11. | BUS STOPS IN DUMFRIES AND GALLOWAY | 27 - 44 |
| | Members of the Board are asked to agree the standard design principles for the region's bus stops, which will be used as a template for future bus stop infrastructure. | |
| 12. | LEVELLING UP FUND PROJECT UPDATE | 45 - 46 |
| | Members of the Board are asked to note the update on the Levelling Up Fund transport project. | |
| 13. | CAPITAL EXPENDITURE PROGRAMME 2025/26 – 2026/27 UPDATE | 47 - 52 |
| | Members of the Board are asked to: (1) agree the Capital Programme for 2025/26 to 2027/28 as outlined in the report; and (2) note the update on Capital spend in the 2025/26 financial year. | |
| 14. | OBSERVER APPOINTMENT | 53 - 56 |
| | Members of the Board are asked to appoint Kirstin Lorna Stannus as an observer to the SWestrans Board for a period of four years. | |
| 15. | ANY OTHER BUSINESS DEEMED URGENT BY THE CHAIR DUE TO THE NEED FOR A DECISION | |

Simon Bradbury
Lead Officer
South West of Scotland Transport
Partnership

Claire Rogerson
Secretary
South West of Scotland Transport
Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 27th June, 2025
at 10.30 am in Council Hall - English Street, Dumfries

Present**Members**

John Campbell (Chair) – Dumfries and Galloway Council;
Ivor Hyslop – Dumfries and Galloway Council;
Willie Scobie – Dumfries and Galloway Council;

Officials

Simon Bradbury – Lead Officer
Claire Rogerson – Secretary to the Board
Karen Brownlie – Interim Assistant Director Transport and Infrastructure
Gordon Bryce – Transport and Operations Manager
Kirsty Dunsmore – Policy and Projects Officer
Richard Fox – Interim Internal Audit Manager
Peter McCormick – Policy and Projects Officer
Linda Richardson – Public Transport Officer
Janet Sutton – Finance Officer

Apologies

Karen Jackson (Vice-Chair) – South of Scotland Enterprise
Dougie Campbell – Dumfries and Galloway Council;
David Inglis – Dumfries and Galloway Council;
Stephanie Mottram – NHS Dumfries and Galloway;
Keith Walters – Dumfries and Galloway Council;

Observers

Laura Moodie – Dumfries and Galloway Bus Users Group

In Attendance

Bryan Scott – Countryside Development Officer

| Minutes | | Minutes |
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1 SEDERUNT AND APOLOGIES

The Secretary provided an update on the membership of the Board following decisions taken at a meeting of Dumfries and Galloway Council the previous day.

Jim Dempster and Willie Scobie (2 of the 5 council representatives) had been replaced as full Board Members by Dougie Campbell and David Inglis.

Willie Scobie, Maureen Johnstone and a representative from the Independent Political Group were now substitutes (Ben Dashper and Sean Marshall remained as substitutes).

3 Board Members present and 5 apologies.

2 Board Members present at Dumfries and Galloway Council HQ, English Street, Dumfries being John Campbell and Ivor Hyslop.

1 Board Member present via MS Teams being Willie Scobie. It was noted that he was attending on behalf of Dougie Campbell.

2 DECLARATIONS OF INTEREST

NONE declared.

The Chair advised that item 19 on the published agenda - Local Bus Network Procurement Update had been withdrawn by the Lead Officer. As this was to be taken as exempt, item 18 – the exclusion of the press, public and observers was also withdrawn from the agenda.

3 MINUTE OF PREVIOUS MEETING - 28 MARCH 2025

Decision

APPROVED.

4 MINUTE OF PREVIOUS MEETING - 6 JUNE 2025

Decision

APPROVED.

5 LOCAL BUS NETWORK UPDATE

Decision

The Board:-

| Minutes | | Minutes |
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5.1 **NOTED** the outcome of the procurement process to award contracts for the bus network;

5.2 **AGREED** the proposed changes to services and timetables set out in Section 3 in the report; and

5.3 **FURTHER NOTED** that the Board would be kept advised of changes and the outcome of discussions regarding TUPE.

6 ACTIVE TRAVEL BEHAVIOUR CHANGE FUND 2025/26

Decision

The Board **NOTED**

6.1 the outcomes of the 2024/25 programme and the continued evolution of the funding model; and

6.2 progress in the delivery of the 2025/26 programme outlined in the report.

7 SOLWAY COAST AND MARINE PROJECT UPDATE

Decision

The Board:-

7.1 **AGREED** to receive a presentation from Dumfries and Galloway Council Countryside Team Leader on the successful Solway Coast and Marine Project (SCAMP) – Landscape Connections project submission

7.2 **NOTED** £200K funding required for match funding for the next stage in Design development of the Gretna to Stranraer Coastal Path; and

7.3 **AGREED** a progress update for the SCAMP project to be brought to the SWestrans board every six months.

8 REGIONAL TRANSPORT STRATEGY 2025 / 2026 DELIVERY PLAN

Decision

The Board:-

8.1 **CONSIDERED** the actions and interventions in the Regional Transport Strategy Delivery Plan 2025/26; and

8.2 **AGREED** the SWestrans Regional Transport Strategy Delivery Plan 2025/26.

| Minutes | | Minutes |
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9 TRANSPORT FOCUS - YOUR BUS JOURNEY SURVEY 2024

Decision

The Board **NOTED**:-

9.1 the findings of the Your Bus Survey 2024; and

9.2 the areas of improvement identified for the Dumfries and Galloway bus network on the basis of the results.

10 RAIL UPDATE

Decision

The Board **NOTED** the updates on:-

10.1 Programme for Government 2025-26;

10.2 Rail Timetable changes;

10.3 Lockerbie Station refurbishment; and

10.4 West Coast Main Line rolling stock overhaul.

11 REVENUE BUDGET OUTTURN REPORT 2024/25

Decision

The Board **NOTED** the financial outturn for 2024/25 and that a break-even position was achieved.

12 UNAUDITED ANNUAL ACCOUNTS 2024/25

PROCEDURE – The Board were advised of an error on pages 243 and 258 of the papers where reference to the date 31 March 2024 should read 31 March 2025.

Decision

The Board **NOTED** the unaudited Annual Accounts for the financial year ended 31 March 2025 which would be submitted to the Board's external auditors for review.

13 SWESTRANS CAPITAL PROGRAMME OUTTURN REPORT 2024/25 AND CAPITAL PROGRAMME 2025/26 UPDATE REPORT

| Minutes | | Minutes |
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BOARD MEMBER – Willie Scobie left the meeting – 2 Members present.

ADJOURNMENT OF MEETING – The meeting adjourned at 11.40am due to not having a quorum of Board Members present and reconvened at 11.44am with 3 Board Members present being:- John Campbell, Ivor Hyslop and Willie Scobie.

Decision

The Board:-

NOTED

13.1 the 2024/25 Outturn Position of the Capital expenditure allocation to SWestrans, included within Table 1 of the report;

13.2 the Capital Programme for 2025/26 to 2027/28 as outlined in the report and included in Table 2 of the report; and

13.3 **APPROVED** funding for the Gretna to Stranraer Coastal Path in 7.6 and the Lochmaben to Lockerbie Path Stage 0-2 Feasibility Study in 7.7 of the report.

14 INTERNAL AUDIT-ASSURANCE FOR 2024/25 AND PLAN FOR 2025/26

The Board:-

14.1 **RECEIVED** the Internal Audit Manager's assurance report for 2024/25; and

14.2 **NOTED** and commented on the planned work for 2025/26.

15 OBSERVERS UPDATE

The Board:-

15.1 **AGREED** the refresh of the SWestrans' Guidance for Observers (Appendix of the report);

15.2 **THANKED** former observers June Hay, Hugh McCreadie, Alasdair Marshall, Fraser Smith and Emma Watson for their valued contributions to the SWestrans board over many years;

15.3 **AGREED** to appoint Luke Graham, Max Heughan, Douglas Kirkpatrick and Stewart Walker as observers to the SWestrans board for a period of four years; and

15.4 **NOTED** that it was anticipated that there may be a further observers update report presented at the September board meeting.

16 CALENDAR OF MEETINGS FOR 2026

| Minutes | | Minutes |
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Decision

The Board **AGREED** the Calendar of Meetings for 2026 as set out at paragraph 3.2 of the report.

17 ANY OTHER BUSINESS DEEMED URGENT BY THE CHAIR DUE TO THE NEED FOR A DECISION

Decision

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

18 EXCLUSION OF THE PRESS, MEMBERS OF THE PUBLIC AND OBSERVERS

WITHDRAWN

19 LOCAL BUS NETWORK PROCUREMENT UPDATE

WITHDRAWN

| | | |
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| Minutes | | Minutes |
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SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Wednesday, 23rd July, 2025
at 10.30 am in Council Hall - English Street, Dumfries

Present

Members

John Campbell (Chair) – Dumfries and Galloway Council;
Karen Jackson (Vice-Chair) – South of Scotland Enterprise
Ivor Hyslop – Dumfries and Galloway Council;
David Inglis – Dumfries and Galloway Council;
Stephanie Mottram – NHS Dumfries and Galloway
Keith Walters – Dumfries and Galloway Council;

Officials

Simon Bradbury – Lead Officer
Claire Rogerson – Secretary to the Board
Janet Sutton – Finance Officer
Gordon Bryce – Transport and Operations Manager
Karen Scott – Procurement and Commissioning
Manager

Apologies

Dougie Campbell – Dumfries and Galloway Council

In Attendance

Sean Marshall – Substitute Board Member

| Minutes | | Minutes |
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1 SEDERUNT, APOLOGIES AND CHAIR'S APPROVAL OF MEMBERS' REMOTE PARTICIPATION

4 Board Members present, 1 apology and 2 not present at the start of the meeting.

2 Board Members present at the Council Hall, Dumfries and Galloway Council Headquarters being: John Campbell and Ivor Hyslop.

2 Board Members present online via MS Teams being:- David Inglis and Keith Walters.

PROCEDURE – Substitute Board Member Sean Marshall was also in attendance, but as he was not part of the board for this meeting, this was in an observing capacity only.

PROCEDURE – Following the changes in board membership referenced at the last meeting, confirmation had now been received that Richard Brodie was to continue as a substitute for SWestrans.

2 DECLARATIONS OF INTEREST

NONE declared.

3 ANY OTHER BUSINESS DEEMED URGENT BY THE CHAIR DUE TO THE NEED FOR A DECISION

Decision

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

BOARD MEMBER – Karen Jackson joined the meeting via MS Teams – 5 Board Members present.

4 EXCLUSION OF THE PRESS, MEMBERS OF THE PUBLIC AND OBSERVERS

Decision

AGREED to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given that the report contained confidential or exempt information in respect of paragraphs 6, 8 and 9 of Schedule 7A of the Local Government (Scotland) Act 1973.

BOARD MEMBER – Stephanie Mottram joined the meeting via MS Teams – 6 Board Members present.

| Minutes | | Minutes |
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5 LOCAL BUS NETWORK UPDATE

Summary of Report – This report updated the Board on the gaps in the private operator market for both the local subsidised services and the commercially operated bus services across Dumfries and Galloway. The report provided consideration and recommendations on measures that could be taken to mitigate the gaps in the marketplace. The report provided options for the Board's consideration and decision to ensure delivery of services within the available budget.

PROCEDURE – An update was provided at the meeting regarding ongoing negotiations concerning the 501 commercial service and recommendations were provided to the Board.

Summary of Decision

5.1 **NOTED** the progress made in the bus network procurement since the last Board meeting;

AGREED

5.2 the recommendations set out within the Contract Authorisation Report at Appendix 1 of the report, as amended, with the removal of the recommendation to appoint the 410/411/412;

5.3 to withdraw the 410/411/412 from the subsidised network based on the previously agreed SWestrans prioritisation framework to release budget;

5.4 to provide the remaining unallocated budget to the SWestrans Lead officer, working with the wider Dumfries and Galloway Council negotiation project team, to negotiate an interim contract for a minimum period of six months to provide the 501 service on a subsidised network basis; and

5.5 to the expiry of remaining elements of the subsidised and commercial network noted in 3.2 and 3.3 of the report, in light of the lack of budget and operator capacity.

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CALENDAR OF MEETINGS - UPDATE

1. Reason for Report

This report asks the Board to agree an amendment to the calendar of meetings.

2. Background

2.1 The Board agreed the schedule of Board meetings for 2025 on 28 June 2024 as follows:-

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

2.2 The board meeting dates for 2026 were agreed on 27 June 2025 as:-

- 30 January 2026
- 27 March 2026
- 26 June 2026
- 25 Sept 2026
- 27 Nov 2026

3. Key Points

3.1 There has been a request for the 28 November 2025 date to be brought forward a week to 21 November to accommodate the presentation of the audited accounts and attendance by external auditors.

3.2 The necessary checks have been done regarding diary and venue availability.

3.3 The change in date will ensure that the Board meets its statutory requirements for the presentation of the audited accounts.

| 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 an amendment to the Calendar of Meetings, to accommodate the presentation of the audited accounts, so that the next scheduled meeting is moved to 21 November 2025.

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| Report Author – Claire Rogerson Date of Report: 12 September 2025 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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Appendices - None

PRESENTATION- WEST COAST MAINLINE ENGINEERING WORKS JANUARY 2026

1. Reason for Report

To provide the Board with an update on West Coast Mainline (WCML) rail engineering works scheduled to take place from 1 to 6 January 2026, which will have an impact on Lockerbie Station with rail replacement bus services bringing passengers to and from Lockerbie Station for the duration of the works.

2. Background

2.1 The WCML passes through the east of Dumfries and Galloway, with a station at Lockerbie, the line provides journeys north to Edinburgh and Glasgow and south to Manchester.

2.2 At the meeting of 27 June 2025, the SWestrans Board expressed an interest in the detail of the engineering works and the impact this will have on Lockerbie. Officers have subsequently met with rail partners several times, including a site visit at Lockerbie, to better understand the operational aspects of what the rail replacement service arrangements will be at Lockerbie Station. SWestrans officers requested train operators that serve Lockerbie Station, Avanti West Coast and TransPennine Express, attend a SWestrans Board meeting to provide further information on the planned works to members.

3. Key Points

3.1 Avanti West Coast and TransPennine Express colleagues will attend the Board meeting to deliver a presentation on the impact the works will have at Lockerbie station and the surrounding area.

3.2 Board members will be given the opportunity to ask questions and discuss the points raised in the presentation in more detail.

| 4. Implications | |
|------------------------|---|
| Financial | No financial implications associated with this report. |
| Policy | No change to SWestrans policy. |
| Equalities | Any reduction in rail services has a negative impact on equity of access and may disproportionately impact those with protected characteristics if mitigation measures are not fully compliant. |
| Climate Change | Decrease in travel choice due to poor public transport performance may result in modal shift to private vehicles and negatively impact on climate change aims. |
| Risk Management | This work relates to the following risks: R02 – Public image |

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. Therefore, it is not necessary to complete an impact assessment.

5. Recommendation

Members of the Board are asked to receive the presentation from Avanti West Coast and TransPennine Express.

Report Author – Kirsty Dunsmore

Date of Report: 10/09/2025

Approved by: Simon Bradbury

Lead Officer

South West of Scotland Transport Partnership

Cargen Tower

Garroch Business Park

Dumfries

DG2 8PN

PRESENTATION - STRATEGIC ROADS INVESTMENT PLANS

1. Reason for Report

For the Board to receive a presentation from Transport Scotland on future Scottish Government strategic roads investment plans across Dumfries and Galloway.

2. Background

2.1 At the meeting of 28 March 2025, the SWestrans Board requested that Transport Scotland be invited to a future Board meeting to present on strategic road investment throughout Dumfries and Galloway.

'Minute of the meeting 28 March-

Decision 10.3, the Board further requested that Transport Scotland be invited to attend a future Board meeting about the A75, A76 and A77 routes through the region.'

3. Key Points

3.1 Paul Junik, Head of Infrastructure Planning at Transport Scotland, will attend the Board meeting to deliver a presentation on Transport Scotland's road investment plans.

3.2 Paul has provided an overview of the key points that his presentation will cover as follows:

- Brief overview of the trunk road network in Dumfries and Galloway and comparison with the rest of Scotland.
- Value of the trunk roads in the South West to Scotland / Rest of the UK.
- A look back at recent investment on trunk roads in the region.
- Planning and appraisal of future options: Strategic Transport Projects Review(s) 2 (STPR2)
- STPR2 recommendations for trunk road network, including 30, 31 and 32, plus 40 (specially covering the A75 and A77)
- Update on current progress – Springholm and Crocketford; road safety measures etc.
- Future transport / road investment and how this links to wider Scottish Government's spending review and Infrastructure Investment Plan.

3.2 Board members will be given the opportunity to ask questions and discuss the points raised in the presentation in more detail.

| 4. Implications | |
|--------------------------|---|
| Financial | No financial implications associated with this report. |
| Policy | No change to SWestrans policy. |
| Equalities | No equalities implications. |
| Climate Change | None. |
| Risk Management | None. |
| Impact Assessment | The report does not propose a change in policy, the formal adoption of a plan, policy or strategy, or |

| | |
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| | propose a service change. Therefore, it is not necessary to complete an impact assessment. |
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5. Recommendation

Members of the Board are asked to receive the presentation from Transport Scotland.

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|---------------------------------|--|
| Report Author – Kirsty Dunsmore | Approved by: Simon Bradbury |
| Date of Report: 10/09/2025 | Lead Officer |
| | South West of Scotland Transport Partnership |
| | Cargen Tower |
| | Garroch Business Park |
| | Dumfries |
| | DG2 8PN |

PRESENTATION- SOUTH OF SCOTLAND ENTERPRISE

1. Reason for Report

For the Board to receive a presentation from South of Scotland Enterprise (SOSE) on the work they do and how this aligns with SWestrans Regional Transport Strategy 2023-2042 (RTS).

2. Background

2.1 SOSE was set up in 2020 to address the unique rural situation in the South of Scotland, and establish the South as a centre of opportunity, innovation and growth.

2.2 The organisation aims to drive inclusive growth, increase competitiveness, and tackle inequality within the region. SOSE works across Dumfries & Galloway and the Scottish Borders, providing a range of services and support to help businesses and communities to realise their full potential. SOSE works strategically with a number of key partners at national and regional level, including SWestrans and Dumfries and Galloway Council and SWestrans.

3. Key Points

3.1 SOSE colleagues will attend the Board meeting to deliver a presentation on the work of SOSE and how this integrates with the work of SWestrans RTS.

3.2 Board members will be given the opportunity to ask questions and discuss the points raised in the presentation in more detail.

| 4. Implications | |
|--------------------------|--|
| Financial | No financial implications associated with this report. |
| Policy | No change to SWestrans policy. |
| Equalities | No equalities implications. |
| Climate Change | None. |
| Risk Management | None. |
| 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. Therefore, it is not necessary to complete an impact assessment. |

5. Recommendation

Members of the Board are asked to receive the presentation from South of Scotland Enterprise.

Report Author – Kirsty Dunsmore

Date of Report: 10/09/2025

Approved by: Simon Bradbury

Lead Officer

South West of Scotland Transport Partnership

Cargen Tower

Garroch Business Park

Dumfries

DG2 8PN

SCOTTISH PARLIAMENT ELECTION 2026: SWESTRANS MANIFESTO ASKS

1. Reason for Report

This report seeks the Board's approval of a series of strategic transport policy 'asks' for Dumfries and Galloway. These will form the basis of SWestrans's engagement with political parties in advance of the 2026 Scottish Parliament election.

2. Background

2.1 With the next Scottish Parliament election scheduled for 2026, there is a key opportunity to influence the transport policy commitments of all major political parties. This paper presents a series of high-level asks that align with the delivery of our Regional Transport Strategy (RTS) and address the specific challenges and opportunities within our region.

2.2 This approach is consistent with that of other Regional Transport Partnerships (RTPs) across Scotland, who are also preparing their own requests. SWestrans has contributed to a joint statement supporting all RTPs, but it is vital that we also articulate the specific interventions required to unlock the potential of the South West of Scotland.

2.3 The asks have been intentionally grouped thematically rather than presented as a list of specific projects. This strategic approach is designed to avoid any suggestion of being parochial and instead demonstrates how investing in our region's transport network is critical to achieving Scotland's national objectives for economic prosperity, socio-economic wellbeing, the green industrial strategy, and climate action.

Alignment with National RTP Asks

In addition to our specific regional manifesto, SWestrans fully supports the collective position of Scotland's seven RTPs. This joint approach presents a unified case for investment and empowerment, reinforcing our own local priorities. Key shared asks from the RTPs include:

- Fund for the long term: A call for multi-year funding certainty to allow for efficient planning and build confidence for major projects.
- Empower regions: A request to strengthen the role of RTPs to allow for better coordination and integration of transport services within and across regions.
- Back our strategies: A commitment to support RTP strategies and the shovel-ready projects they contain, which are already aligned with national outcomes.
- Reverse decline: A plea for investment in RTP-led solutions to reverse the decline in services, tackle regional inequality, and ensure no community is left behind.

3. Key SWestrans Manifesto Asks

3.1 The following six ‘asks’ represent the key requests from SWestrans:

1. Secure Long-Term, Ring-Fenced Funding for Regional Transport

To effectively deliver the long-term ambitions of our RTS, SWestrans requires a stable and predictable financial settlement. We ask for a commitment to a multi-year, ring-fenced funding model for all RTPs. This stability is essential for strategic planning, efficient project delivery, and leveraging private sector investment, ultimately providing the confidence needed to progress transformational, multi-year transport projects that underpin regional economic growth.

2. Deliver Investment in our Strategic Transport Network

Improving connectivity is fundamental to the economic and social prosperity of Dumfries and Galloway. We ask for a clear commitment to fund and accelerate the major infrastructure projects identified in strategic reviews. While our RTS contains many priorities, specific examples of nationally significant projects include:

- **Upgrades to the A75 and A77:** Essential for improving safety, resilience, and journey times on these critical economic corridors, which provide lifeline connections to the ports at Cairnryan. This includes progressing key schemes such as bypasses for Crocketford and Springholm to remove strategic traffic from local communities.
- **Targeted improvements on other key routes:** Investment in the A7, A76, and A709 is also crucial for inter-regional connectivity, resilience, and supporting local economies across Dumfries and Galloway.
- **Rail Network Enhancements:** Investment to improve capacity, frequency, and line speeds on the Glasgow South Western and West Coast Main Lines to enhance services for both passengers and freight, supporting modal shift and connecting our communities to the central belt and beyond.

3. Reform Bus Funding to Focus on Social and Economic Value

The current funding mechanism for subsidised bus services needs reform to better address the challenges of a rural network. We ask for a review of how funding (including the Network Support Grant and concessionary travel reimbursement) is allocated, placing a greater emphasis on social value, service integration, and reliability. This will ensure that funding supports lifeline services that connect people to employment, education, and healthcare, tackling social isolation and supporting our local economies.

4. Champion a Rural Transport Fund and Impact Assessment

A one-size-fits-all approach to public transport does not work for a region like ours. We ask for the establishment of a dedicated Rural Transport Fund to pilot and scale up transport solutions tailored for rural areas. This should include support for subsidised bus services, but also demand-responsive transport (DRT), new models

of community transport, and enhancing the Taxicard scheme in areas where conventional bus services are not viable. Furthermore, all national transport policies should be subject to a Rural Transport Impact Assessment to ensure they do not unintentionally disadvantage our communities.

5. Deliver a National Smart Ticketing System

To simplify journeys and remove barriers to public transport use, we ask the next government to mandate and fund the rapid development of a universal, integrated smart ticketing system. This system must be valid across all bus and rail operators in Scotland, allowing for seamless connections and straightforward payment, which is particularly beneficial for passengers making multi-stage journeys across our rural region.

6. Accelerate Investment in a Green Fleet and Infrastructure

To meet Scotland's ambitious climate goals, we must accelerate the transition to a zero-emission public transport network. We ask for an increase in dedicated capital grants available to councils and RTPs to support the procurement of new low-and-zero-emission buses. This must be coupled with funding for the roll-out of resilient charging infrastructure across our dispersed rural region, which is critical for making a green transition feasible and helping to reduce long-term operating costs.

4. Dissemination of Manifesto Asks

4.1 Following the Board's approval, the SWestrans Manifesto Asks will be formally sent to key political contacts. The purpose of this report is to form the basis of SWestrans's engagement with political parties before the 2026 Scottish Parliament election.

4.2 The document will be distributed with a covering letter to the leaders, transport leads, and manifesto writers of the major Scottish political parties. This action is intended to influence the transport policy commitments of these parties, ensuring the specific needs of Dumfries and Galloway are clearly articulated.

| 5. Implications | |
|-------------------|--|
| Financial | Securing these commitments would result in significant capital and revenue investment in the region's transport network, driving economic activity and enabling the delivery of the RTS. |
| Policy | These asks are designed to directly influence the next national transport strategy and the manifestos of the major political parties, ensuring the needs of the South of Scotland are prioritised. |
| Equalities | The proposals, particularly those relating to bus funding reform and rural innovation, are specifically designed to improve transport accessibility for all, |

| | |
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| | including vulnerable users and those in isolated areas, thereby promoting equality of opportunity. |
| Climate Change | The focus on green fleet investment and improving public and rail transport directly supports Scotland's net-zero targets by encouraging modal shift and reducing transport emissions. |
| Risk Management | Proactively engaging in the manifesto process mitigates the risk of the region's strategic transport needs being overlooked in the next parliamentary term. This relates to a number of known risks: <ul style="list-style-type: none"> • R03 – Strategic Direction • R04 – Capital Funding • R05 – RTS Delivery • R07 – Revenue Funding |
| Impact Assessment | The strategic asks contained within this paper are derived from the SWestrans Regional Transport Strategy, which was subject to a full Equalities Impact Assessment (EqIA) and Strategic Environmental Assessment (SEA). |

6. Recommendation

Members of the Board are asked to:

- 6.1 consider and discuss the manifesto asks outlined in this report;
- 6.2 agree the final SWestrans Manifesto Asks for submission to Scottish political parties; and
- 6.3 approve the dissemination of the final Manifesto Asks to Scottish political parties and their manifesto teams.

| | |
|---|---|
| Report Author: Simon Bradbury Date of Report: 10 September 2025 File Ref: SW2/Meetings/2025 | Approved by: Simon Bradbury Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
|---|---|

BUS STOPS IN DUMFRIES AND GALLOWAY

1. Reason for Report

Public transport is vital to our region’s health, wellbeing and economic prosperity. The region’s public bus network provides residents and visitors with access to services, attractions, and places of employment. This report will ask members of the board to review a proposed standard set of specifications for bus stops across the region.

2. Background

2.1 Dumfries and Galloway’s road network has approximately 1,000 bus stops located across the region. Investment in our bus stop infrastructure has decreased due to budget pressures and our current stock of bus stop infrastructure varies greatly in terms of design, age and state of repair. Large capital investments such as the UK Government Levelling Up Fund projects will see targeted investment begin to improve our bus stop infrastructure over the coming months.

2.2 The Regional Transport Strategy 2023-2042 strategy objectives include -improving the quality and sustainability of public transport within, and to/ from the region.

3. Key Points

3.1 Standardisation of our bus stop assets will aim to increase patronage, improve passenger experience, and perception of the local bus network. Well designed, homogenised bus stops will also break down accessibility barriers by ensuring that access to each site’s waiting facilities, and entrance, and egress route for low floor vehicles is appropriate for users with a wide range of mobility issues. **Appendix 1** discusses various elements of bus stop design and the board is asked to review proposals.

4. Financial Implications

4.1 Dumfries and Galloway Council has received grant funding from the UK Government Levelling Up Fund to deliver upgrades to 100 bus stops within this financial year and the installation of Real Time Passenger Information boards. The budget for this element of the project is £1.3million with £0.8million provided via LUF funding. The balance will be match funded from Dumfries and Galloway Council’s Transport Capital Asset Class and Transport Scotland’s Tier 1 Bus Infrastructure fund as agreed at the September meeting of Economy and Infrastructure Committee.

4.2 There is currently no budget for ongoing maintenance and renewal of the region’s bus stop infrastructure. Continuation of this work will require future budget allocations and consideration should be given to this in future allocation of funding to SWestrans.

| 5. Implications | |
|-----------------|---------------------------------------|
| Financial | Highlighted in paragraphs 4.1 and 4.2 |
| Policy | No change to SWestrans policy. |

| | |
|--------------------------|--|
| Equalities | An Equalities Impact Assessment will be undertaken and the report published as per protocol. |
| Climate Change | None. |
| Risk Management | The contents of this report propose no direct risk. |
| 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. Therefore, it is not necessary to complete an impact assessment. |

6. Recommendation

Members of the Board are asked to agree the standard design principles for the region's bus stops, which will be used as a template for future bus stop infrastructure.

Report Author – Sarah-Jane Allsopp
and Kevin Stewart

Date of Report: 15/09/2025

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

Appendices

Appendix 1 - Bus Stop Design Principles

APPENDIX 1 - BUS STOP DESIGN

1. Bus Stop Design Principles – Dumfries & Galloway

1.1 To make bus travel more comfortable and accessible across our region, we aim to design bus stops that are:

- **Well placed** – located where people start and end their journeys and connected to walking and cycling routes.
- **Locally appropriate** – designed to suit the character and needs of Dumfries and Galloway's towns, villages, and rural areas.
- **Safe** – positioned away from moving traffic to ensure passenger safety.
- **Secure** – well-lit and either naturally visible or monitored by CCTV, with regular maintenance to keep them clean and welcoming.
- **Accessible for everyone** – with clear, safe paths to and from the stop, suitable for all users including those with mobility challenges.
- **Informative** – providing up-to-date travel information and timetables to help passengers plan their journeys.
- **Comfortable and practical** – with thoughtful features like seating, lighting, and litter bins to improve the waiting experience.

2. Making Bus Stops Easy to Reach – Dumfries & Galloway

2.1 When improving bus stops across Dumfries and Galloway, it's important to think about the whole journey—not just the stop itself. That means making sure people can get to and from the stop safely and easily.

- **Safe crossings** should be available within 50 metres of the bus stop, ideally with dropped kerbs or controlled crossing points.
- Where possible, crossings should be placed **upstream** of the stop (before the bus arrives), so passengers don't need to cross in front of the bus.
- **Staggering bus stops** on opposite sides of the road—so both are downstream of a single crossing—helps keep passengers safe and avoids delays when people are getting off the bus.

2.2 These small changes can make a big difference in helping everyone feel confident and comfortable using public transport in our region.

3. Bus Stops with Shelters – Standardised Design for Dumfries and Galloway

3.1 To provide a safe, comfortable, and accessible experience for passengers, bus stops with shelters across Dumfries and Galloway are designed with key features in mind.

4 Essential Features

4.1 Each bus stop shelter should include:

- **A suitable shelter** – sized appropriately for the location and expected use.
- **Seating or perches** – where space allows, to support those who need to rest while waiting.
- **A roof-mounted bus stop flag** – clearly identifying the stop.
- **Travel information** – such as timetables or route maps.
- **Lighting** – either from nearby street lighting or integrated into the shelter if needed.

5. Optional Enhancements

- **Real-Time Passenger Information (RTPI)** – digital screens showing live bus arrival times can be included where possible to improve the passenger experience.

6. Design Considerations

- **Visibility and safety** – Shelters should be glazed (except for advertising panels) to allow clear visibility in and out.
- **Respecting surroundings** – Shelters must not block views of nearby amenities like cash machines or night safes.
- **Security and privacy** – Infrastructure should be designed to prevent access to nearby buildings or windows (e.g. avoiding climbable roofs near properties).

7. Bus Shelter Specification Summary

7.1 Cantilever

A cantilever bus stop is a modern style of shelter that features an open canopy design. Its roof extends over the waiting area without visible support columns underneath, offering protection from the weather while maintaining a clean, spacious look and easy access for passengers.

S1 – 2 bay Cantilever 1300x2500mm

- 1A – No side return
- 1B – ¼ side return
- 1C – ½ side return
- 1D – Full side return

S2 - 3 bay Cantilever shelter 1300x3500mm

- 2A – No side return
- 2B – ¼ side return
- 2C – ½ side return
- 2D – Full side return

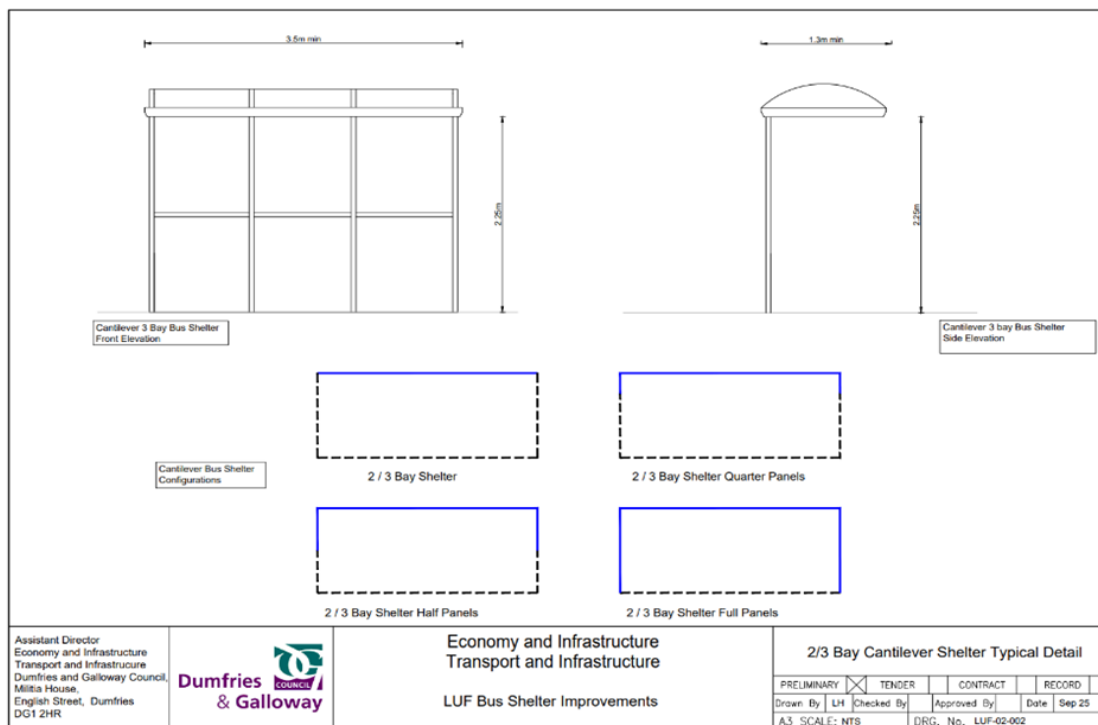


Figure 1 – 2-3 Bay Cantilever bus Shelter

Image 1: Dumfries and Galloway Council



S1 – 2 bay Cantilever 1300x2500mm - 1A – No side return

Image 2: Dumfries and Galloway Council



S2 - 3 bay Cantilever shelter 1300x3500mm - 2B – ¼ side return

8. Enclosed Shelter

8.1 An enclosed bus shelter is a thoughtfully designed structure—usually made from metal and glass or Perspex—that surrounds the waiting area to keep passengers protected from wind, rain, and sun. Unlike open-sided shelters, these feature full side panels to offer maximum comfort and shelter. Inside, you'll often find helpful amenities like seating, lighting, and digital signage. The goal is to create a safe, welcoming, and convenient space for people using public transport, making the wait more pleasant no matter the weather.

Shelter Options:

S3 – 2 bay enclosed bus shelter 1300x2500mm

S4 – 3 bay enclosed bus shelter 1300x3500

S5 – 4 bay enclosed bus shelter 1300x4500mm

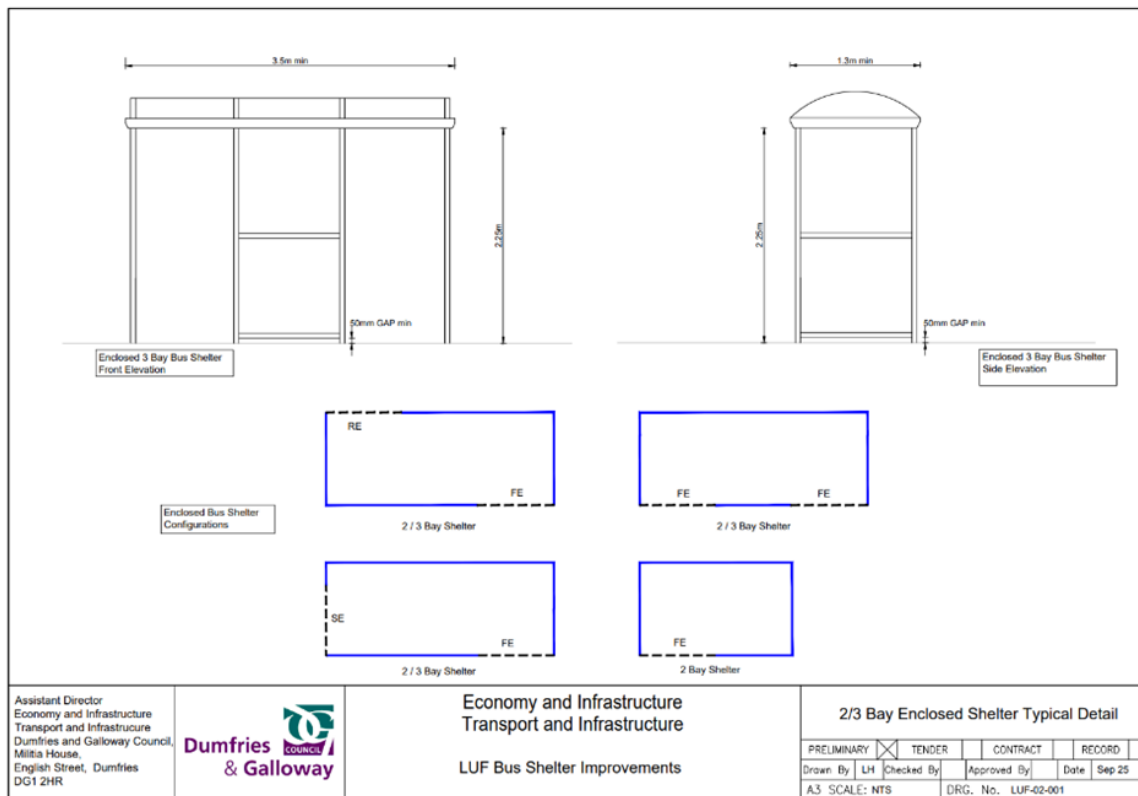


Figure 2 – 2/3 Bay enclosed bus shelter

Image 3: Dumfries and Galloway Council



S4 – 3 bay enclosed bus shelter 1300x3500

Image 4: Dumfries and Galloway Council



S3 – 2 bay enclosed bus shelter 1300x2500mm

Image 5: Dumfries and Galloway Council



S3 – 2 bay eclosed bus shelter 1300x2500mm

9. Bus Shelter Placement in Dumfries and Galloway

9.1 When planning bus shelters across Dumfries and Galloway, there are two main ways they can be positioned in relation to the bus stop and the footpath:

- Back to the kerb (closer to the road)
- Back of footpath (closer to buildings or boundaries)

9.2 The best option for each location depends on a few local factors, including:

- The width of the pavement
- How busy the area is with pedestrian traffic
- The character of nearby buildings or frontages
- How the shelter is oriented to wind and weather, which can be quite important in our region

9.3 No matter the arrangement, it's essential that a minimum clear width of the footpath is maintained to ensure safe and comfortable access for everyone.

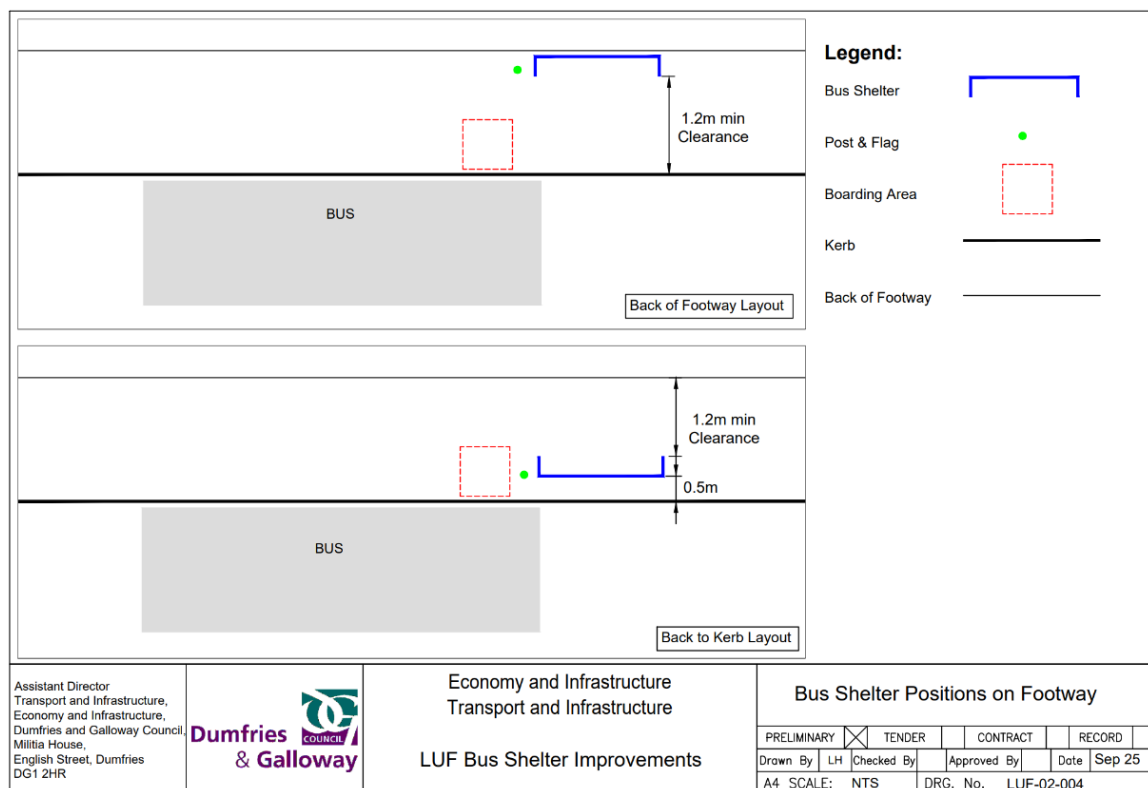


Figure 3 – Bus Shelter positions on footway

10. Bus Stops without Shelters

10.1. Post and Flag Stops

- For bus stops without shelters a post and flag will be installed.
- Posts can be installed at the rear and front of the footway. If installed at the kerb side minimum clearance from edge of carriageway should be 500mm with flag pointing towards the back of footway
- Posts will be installed on the downstream of the boarding area.
- Posts will either be:
 - Aluminium powdered coated posts up to 3600mm high with integrated channels for accessories such as flags and timetables. These posts can also accommodate RTI displays if required. Installed with socket system.
 - 76mm dia Stainless steel posts up to 3600mm high installed in 500mm into ground. Flags and timetables can be attached using stainless steel jubilee clips.
- Minimum clearance from footway to underside of flag will be 2.3m
- Various flag sizes can be accommodated.

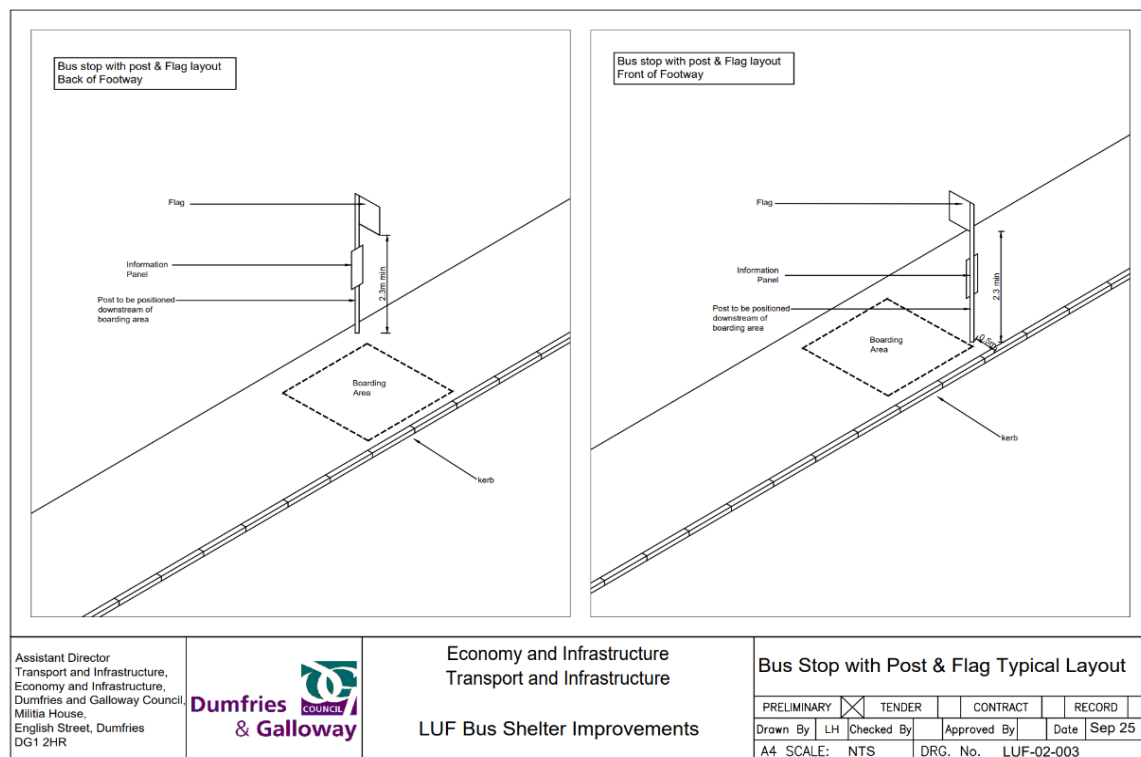


Figure 4 – Bus Stop with post and flag layout

11. Design Requirements

11.1 Branding

Shelters must have SWestrans Branded incorporated on the roof gable. The logo must be screen printed and lacquered, stickers are not accepted.



12. Structure & Materials

- Aluminium frame and mid-rails
- Tablet bracket (800mm high x 76mm diameter) mounted on roof
- Full-sized, bottom-hinged information panel secured with 5mm hex bolts
- Powder coated black (RAL 9005) or other specified colours

13. Information Display

- Lockable information case (minimum 1100mm x 990mm), visible from inside and outside
- Support for future real-time information systems (see page 13)

14. Lighting & Solar Power

- Solar-powered courtesy light with dusk-to-dawn operation
- Integrated solar unit with 1W LED, IP67/IP68 rated components, sealed batteries

15. Seating

- Aluminium perch or bench seating
- Enclosed shelters must leave space for wheelchair users
- Perches at 650mm, seats at 500mm height
- Follow DfT Inclusive Mobility Guidance
- Powder coated black (RAL 9005) or specified colours

16. Roof & Glazing

- Barrelled or pitched roof with solar unit integration
- 4mm anti-graffiti polycarbonate glazing
- Optional KO45 or solid aluminium panels in high-risk areas
- Guttering over entry/exit areas

17. Shelter Size & Accessibility

- Each bay is 1.2m to 1.5m wide
- 2-bay shelter: Minimum 1000mm wide entrance
- 3/4-bay shelter: Two entrances, each minimum 1000mm wide
- Minimum footway clearance: 1200mm for accessibility
- Minimum Clearance from edge of road to be 500mm
- Minimum height: 2.25m above footway

18. Bus Stop Guidance from Roads for All – Good Practice for Roads

Bus Lay-Bys

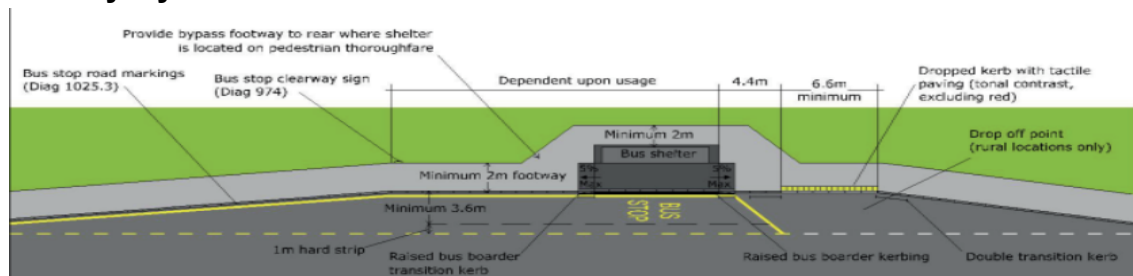


Figure 5 - Example of a Bus lay-by

18.1 For bus lay-bys, raised bus boarding areas and shelters are to be provided in accordance with the guidance in 'Inclusive Mobility'. A drop off point should be provided in bus lay-bys in rural areas where no other drop off facility or connecting footway is available.

18.2 The drop off point should be placed at the exit of the lay-by and include a dropped kerb, but no marked parking bay. Appropriate access to and from the bus stop should be provided. Opposing bus laybys, linked by a suitable crossing facility where feasible, shall be applied on a right-left stagger.

19. In-line Bus Stops

19.1 Bus Stops (In-line) Bus shelters are to be designed in accordance with 'Inclusive Mobility'. Designers are to provide for current bus sizes and maneuverability. It is recognised that bus dimensions may change in the future, therefore some extra space should be allowed.

19.2 Roads for All: Good Practice Guide for Roads 11 This is particularly relevant where the bus stop is located adjacent to marked parking or loading bays. Within lit urban areas restricted to 30 miles per hour or less bus stops may be built out from the footway to allow buses to pull up parallel with the kerb and resume travel without requiring to wait for a gap in passing traffic.

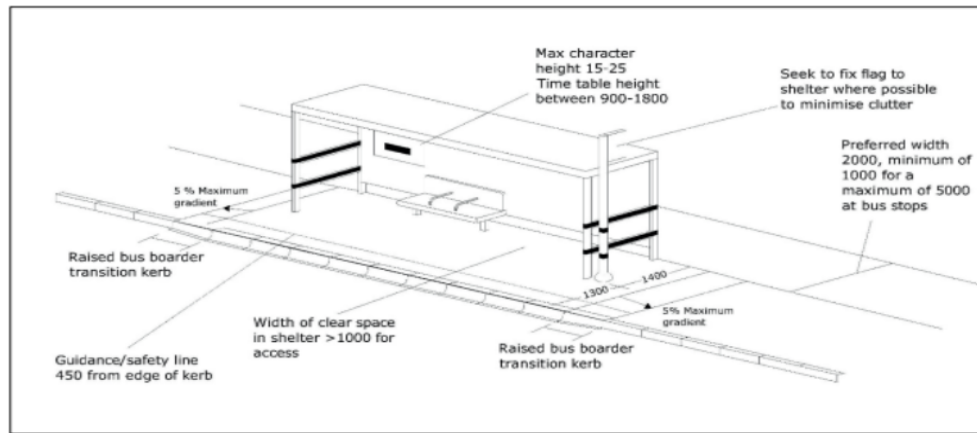


Figure 5: Standard footway and bus stop

Figure 6: Standard footway and bus stop

19.3 The buildout should be sited such that the bus shelter and waiting passengers do not obstruct passing pedestrian flows. Bus passengers and bus drivers must have an unobstructed view of one another. A raised bus boarder is to be provided. Appropriate access to and from bus stops should be provided. Opposing bus stops, linked by a suitable crossing facility, shall be applied on a right-left stagger.

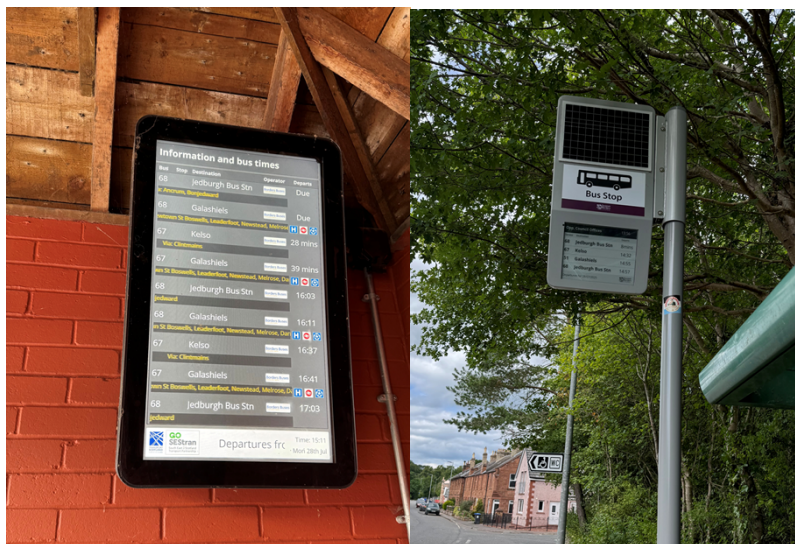
19.4 For roads with a speed limit of ≤ 40 miles per hour, raised bus boarding areas are to be provided in accordance with the guidance in 'Inclusive Mobility'. On roads with a speed limit of > 40 miles per hour bus stops are to be located within a lay-by, with raised bus boarders. Where an in-line stop already exists raised bus boarders are not to be used on roads with a speed limit > 40 miles per hour.

20. Real-Time Passenger Information (RTPI) at Bus Stops in Dumfries and Galloway

20.1 Real-Time Passenger Information (RTPI) is a smart system that helps service users across Dumfries and Galloway know exactly when their bus is due to arrive. Using GPS tracking and live data, RTPI predicts arrival times and displays them on digital screens at selected bus stops and shelters throughout the region.

20.2 These screens show up-to-the-minute information, helping passengers feel more confident and informed while waiting. Whether heading to work, school, or an appointment, service users can rely on RTPI to reduce uncertainty and make public transport more convenient.

Image 6: Dumfries and Galloway Council



Examples of Real Time Passenger Information boards

21. Why RTPI is helpful at the Stop

- **Less Waiting, More Certainty**

Live updates mean passengers aren't left guessing when their bus will arrive.

- **Better Journey Planning**

Knowing the exact arrival time helps service users make timely decisions, especially during busy days or poor weather.

- **Improved Accessibility**

RTPI supports more inclusive travel by making public transport easier to use for everyone, including older adults and those with mobility challenges.

22. Supporting a Better Bus Network

22.1 RTPI also helps operators across Dumfries and Galloway manage services more efficiently, keeping buses running on time and improving communication with passengers during delays or disruptions.

23. Colour

23.1 At present bus stops across the region can be burgundy, green, black or silver. It is proposed that all future bus stops installed are black in colour as this is most often compliant with enhanced planning regulations in areas such as conservation areas. Keeping bus stops all one colour will aim to build a more easily recognisable public bus network.

Image 7 – Dumfries and Galloway Council



Examples of black bus shelters

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LEVELLING UP FUND PROJECT UPDATE

1. Reason for Report

To provide the Board with an update on the Levelling Up Fund (LUF) transport project.

2. Background

2.1 Dumfries and Galloway Council was awarded £17,698,660 from the UK Government's Levelling Up Fund. Dumfries and Galloway submitted three bids: the successful bid, as stated above, for projects situated within the UK Parliament constituency of Dumfries and Galloway; one for a transport bid within our region, focussing on sustainable connectivity and access to green energy; and one within the Dumfriesshire, Clydesdale and Tweeddale constituency, the Three Rivers Active Tourism Project, working with South Lanarkshire Council and Scottish Borders Council.

3. Key Points

3.1 Project 1 – Multi-Modal Transport Hubs

Galliford Try were appointed to provide phase 1 pre-construction support as part of a potential design and build contract for delivery of 7 new transport hubs. Property, Estates and Programme's in house designers developed designs to allow submission of applications for statutory planning consents whilst the procurement process was ongoing. Detailed design work will now be progressed by the contractor. A new design phase programme has been issued by the contractor, and a financial offer is now anticipated for the end of September 2025. Upon receipt of the full costings the Capital Investment Programme Board will review the project at Gateway 3 – investment decision with site start programmed to commence before the end of the calendar year. Discussions are ongoing with 2 potential delivery partners to explore the potential for them to provide transport hub infrastructure at existing community sites in Dalbeattie and Whithorn.

3.2 Project 2 - Bus Improvements –

Procurement of 8-10 new zero emission electric buses is underway, with support from Scotland Excel's flexible procurement team. Orders will be finalised by September 2025 with delivery scheduled for the start of 2026. These buses will operate on the public transport network, replacing end of life diesel internal combustion engine (ICE) vehicles. They will represent a significant step towards decarbonisation of the regional bus network.

A condition survey of 150 bus stops is nearing completion. A programme of works will be compiled and procurement of contractors to deliver upgrades to 100 sites is scheduled to be completed by the end of September 2025. Work is scheduled to be completed by March 2026. Site visits to Scottish Borders Council are planned to support in planning for the installation of Real Time Passenger Information at 100 bus

stops across the region. Procurement of a solution is expected to commence in September 2025.

3.3 Project 3 – Cycle Improvements –

Detailed design phases are progressing for development of the final phases of an active travel path between Penpont and Thornhill. Procurement of the construction works contract for phase 1B2 of the project is scheduled to commence at the end of Q2 with work on site planned for completion in Q4. Procurement for phase 1C will follow with work scheduled to commence in Q3.

| 4. Implications | |
|--------------------------|--|
| Financial | No financial implications associated with this report. |
| Policy | No change to SWestrans policy. |
| Equalities | Any reduction in public transport has a negative impact on equity of access and may disproportionately impact those with protected characteristics if mitigation measures are not fully compliant. |
| Climate Change | Decrease in travel choice due to poor public transport choice may result in modal shift to private vehicles and negatively impact on climate change aims. |
| Risk Management | None relating directly to this report. |
| 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. Therefore, it is not necessary to complete an impact assessment. |

5. Recommendation

Members of the Board are asked to note the update on the Levelling Up Fund transport project.

Report Author – Sarah- Jane Allsopp

Date of Report: 15/09/2025

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

SWESTRANS CAPITAL PROGRAMME 2025/26 UPDATE REPORT

1. Purpose for Report

This report provides Members with a progress status for the projects contained within the agreed 2025/26 Capital programme.

2. Background

2.1 This report provides details of projects contained within the 2025/26 Capital Programme, including progress on schemes that slipped from the previous financial year. Table 1 contains detail of the three-year Capital funding that SWestrans can expect to receive from Dumfries and Galloway Council for investment in the SWestrans Bus Fleet, installation and repair costs of the regions Bus Stops and funding for Active Travel Infrastructure projects.

2.2 This regular report allows the SWestrans team to submit additional proposals for SWestrans Board approval, dependent on availability of funding, the team's capacity and the importance of the proposal.

3. SWestrans Capital Programme 2025/26

Three Year Programme 2025/26 to 2027/28

The proposed Capital Programme is detailed in Table 1 below:

| <u>SWestrans Capital Programme 2025/26 – 2027/28</u> | Total Budget Allocated 2025/26 | Indicative Allocated Budget 2026/27 | Indicative Allocated Budget 2027/28 | Total |
|---|---------------------------------------|--|--|--------------|
| D&G Council Funding | £ | £ | £ | £ |
| Local Bus Network | - | - | 400,000 | 400,000 |
| Rail Station Parking | - | - | - | - |
| Active Travel Tier 1 | 219,759 | - | - | 219,759 |
| Active Travel Network (Non 'Cycling by Design' Projects) | 900,000 | 400,000 | 400,000 | 1,700,000 |

| | | | | |
|--|----------------------------------|----------------|----------------|----------------------------------|
| TOTAL | 1,119,759 | 400,000 | 800,000 | 2,319,759 |
| External Funding (Transport Scotland) | | | | |
| Active Travel Infrastructure Tier 2 Funding | 444,000 tbc | - | - | - |
| Active Travel Behaviour Change People and Place Programme Capital Element | 597,541 | - | - | - |
| Local Authority Direct Award to DGC | 43,131 | | | |
| TOTAL | 1,041,541 (TBC) | - | - | 1,041,541 (TBC) |
| GRAND TOTAL | | | | 3,361,300 |

Table 1 – SWestrans Capital Programme 2025/26 – 2027/28 *tbc – still waiting on notification of award

3.1 SWestrans Active Travel Projects are selected through interaction with Communities and Local Place Plans and must attain a high score using our Prioritisation Tool which considers Need, Demand, Benefit, Usage, Health, Design, Behaviour Change, Scale, Pace, Deliverability Risk and Cost. Through previous projects lessons have been learned with more due diligence on public engagement and land ownership being carried out before any projects are proposed for approval by the SWestrans Board.

3.2 To qualify for external funding, generally from Transport Scotland, projects need to follow the Cycle by Design 2021 guidance and follow the RIBA Stages 0-2 where a feasibility study is carried out to qualify the demand and need, Stages 3-4 are where detailed plans and drawings are carried to make the project shovel ready for construction. This process is for the gold standard paths which are usually tarmacadam 4m wide and cost approximately £1million per km. This whole process can take between three to five year from feasibility study to construction and relies solely on external funding due to significant costs involved. For these active travel projects to be eligible for external funding they must focus on connectivity and promote modal change.

3.3 SWestrans recognises that not all paths need to be gold standard but can still be of a good standard to meet the service level requirement of the community. The

material used does not need to be tarmac and are required to be more in keeping with the environment. This maybe over coastal, woodland or greenbelt land. The cost is considerably lower and the deliverability is considerably faster. The funding for these paths comes from DGC and not subject to the Cycle by Design 2021 guidance which Transport Scotland generally apply to projects they wish to fund. We are keen on developing good standard paths in collaboration with communities and DGC Core Path Team to help connect settlements and improve the health and wellbeing of communities and encourage tourism to the region. The prioritisation tool is still used to select projects and due diligence on landownership still applies before proposal for inclusion into SWestrans Capital Expenditure.

3.4 A number of Active Travel Infrastructure projects below programmed for 2024/25 were delayed (£500k slippage) which we are confident will be delivered in 2025/26.

3.5 All Roads lead to Whithorn are receiving a development grant to carry out early negotiations with landowners for 40km Coastal Paths from their original funding grant. Paperwork has been signed and the project has officially started.

3.6 Sanquhar Development Trust (SDT) are in negotiations with the landowner for the preferred route to agree a path agreement for the Sanquhar to Crawick Multiverse. This project has been changed due to the landowner still not having been given permission for the original path so SDT have proposed co-funding a new path from Blackaddie bridge along the river to the Crawick bridge.

3.7 The Southern Upland Way GravelTrax, construction and wayfinding for a GravelTrax Biking Path running parallel with the Southern Upland Way is behind schedule. This is delayed due to lack of resource issues for our delivery partner but we expect this to be resolved and the project to be completed in 2025/26.

3.8 Design and installation of new bridge on popular riverside core path 37 between Kingholm Quay and Glencaple. Final negotiations with the adjacent landowner are ongoing and a resolution is expected very soon.

3.9 Crossmichael to Castle Douglas Path RIBA Stage 3-4, detailed plans and drawings to have the project shovel ready for future external funding to cover construction costs. This project is now underway and will complete by the end of 2025.

3.10 Leswalt to Stranraer Path RIBA Stage 3-4, detailed plans and drawings to have the project shovel ready for any future external funding that becomes available for construction costs. Contract awarded and started late July 2025.

3.11 Springfield to Gretna, Dalbeattie to Castle Douglas, Wigtown to Newton Stewart, Dumfries to Caerlaverock, Ecclefechan to Annan and Canonbie to

Langholm RIBA Stage 0-2 Feasibility Studies are live and a series of positive public engagement sessions have been carried out. Stage 2 Reports are expected by 31st December 2025. Route optioneering has started and should be completed by end of September 2025. Once the preferred routes have been confirmed and agreed with the community then we will need to negotiate a path agreement with landowners where the route crosses.

3.12 Railway station forecourts at Dumfries and Lockerbie Railway Stations are at concept design stage to identify improved accessibility for walking, wheeling and cycling. A collaborative approach with Network Rail and Scotrail is ongoing to develop plans. No further SWestrans funding has been allocated at present. The Dumfries station forecourt has been completed and is waiting on Network Rail to come back about progressing this project.

3.13 A new multi-use off road link path connecting Criffel core path to New Abbey core path is in development, creating a safe off-road route avoiding the A710 road. Forestry Land Scotland (FLS) are finalising the preparation of the land for the preferred route.

3.14 Active Travel experience in Dumfries & Galloway with a Wayfinding and Signage review is still to be procured along with a Core Path review. We are waiting for further input into the specification from the relevant council departments, before publishing both tenders.

3.15 Funding for the above projects from 2024/25 is being carried over and we are working closely with those delivery partners to monitor progress and help them if they need any additional support to achieve delivery of the projects in 2025/26.

3.16 Gretna to Stranraer Coastal Path (£200k) – Board Members agreed to the addition of the above path to SWestrans Capital programme at the 27 June 2025 Board meeting.

3.17 Lochmaben to Lockerbie Community Short Path RIBA Stage 2 Feasibility Study (£20-30k) – Board Members agreed to the addition of the above path to SWestrans Capital programme at the 27 June 2025 Board.

External Funding

3.18 **Active Travel Infrastructure Tier 1 Funding** from Dumfries & Galloway Council – As part of the Verity Agreement with the Scottish Government, Dumfries & Galloway Council receives a block grant for Active Travel Infrastructure in its annual settlement agreement. For the year 2025/26 the council received £733,000 and has agreed to allocate SWestrans £219,759 for Active Travel Infrastructure projects. Only Local Authorities are eligible for Active Travel Infrastructure Tier 1 Funding in 2025/26.

3.19 Active Travel Infrastructure Tier 2 External Funding – Two applications have been made to Transport Scotland Active Travel Infrastructure Tier 2 Funding in early January 2025 for RIBA Stage 3-4 detailed technical design for the Crossmichael to Castle Douglas route and the Shakespeare Street to Dumfries Railway Station, part of the 'Better Streets' Dumfries city centre project. We hope to have these projects in a 'shovel ready position' by the middle of 2026. A decision was due to be made by Transport Scotland by the end of June 2025 but we have not heard anything to date. Local Authorities, Regional Transport Partnerships and National Parks are eligible for Active Travel Infrastructure Tier 2 funding for 2025/26.

3.20 Active Travel Behaviour Change People and Place Programme Capital Element – The programme for 2025/26 has been developed and approved by Transport Scotland and the Board and the grant offer letters are with Legal Services at present. Collaborative working from last year with DGC Schools Service and the Active Lives Pathway team has allowed us to expand the Cycling and Walking offering across the whole of the region. 16 grants have been awarded to Community Organisations.

3.21 Local Authority Direct Award (LADA) - Following the success of the previous years 'People and Place' Programme, Transport Scotland will continue to deliver this in the same way, with most of the funding being distributed to the seven Regional Transport Partnerships. New for this year, the fund has been expanded to include a specific 'People and Place Local Authority Fund' that will be subject to the same monitoring and evaluation as the wider RTP fund and will be managed by SWestrans. Dumfries and Galloway Council have been awarded £129,300 which is split £86,200 (revenue) and £43,100 (capital) and is an increase from the previous year's award that this replaces. This is aimed at increasing capability and capacity for local authority delivery. Working closely across the Council, it is the Active Lives Pathway Programme under the banner of #DGDoingmore and school cycle parking that were identified as the best fit with this fund. Other Council directorates are also applying to SWestrans for appropriate funding.

3.22 UK Government Levelling Up Fund – Transport Bid - The Board will receive a progress update on the Levelling Up Fund projects in the September 2025 Board meeting.

| 4. Implications | |
|------------------------|---|
| Financial | Regular reports will be brought to the Board on the progress with the Capital programme during 2025/26. |
| Policy | This work fulfils SWestrans policy objectives in the Regional Transport Strategy |

| | |
|------------------------|---|
| 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. |

5. Recommendations

Members of the Board are asked to:

5.1 agree the Capital Programme for 2025/26 to 2027/28 as outlined in the report;
and

5.2 note the update on Capital spend in the 2025/26 financial year.

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| Report Author – Grant Coltart Date of Report: 15/09/2025 File Ref: SW2/Meetings/2025 | Approved by: Simon Bradbury Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN |
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OBSERVER APPOINTMENT

1. Reason for Report

As advised at the board on 27 June 2025, this report provides a further Observer appointment for consideration of the SWestrans board.

2. Background

In accordance with the legislation, Observers are appointed by the board for a period of 4 years. Observers can be appointed to the board at any meeting, as and when required. This is as set out in the SWestrans Guidance for Observers which was refreshed on 27 June 2025 and is available to view on the SWestrans website.

3. Key Points

3.1 The Transport (Scotland) Act 2005 provides for observers to the Regional Transport Partnership. Observers being persons that may participate in the proceedings of the partnership but may not hold office in it or participate in its decisions. In accordance with the legislation, each Partnership may appoint such numbers of observers as they consider appropriate to the Partnership.

3.2 The guidance on Membership of Regional Transport Partnerships provides further information on the role of Observers, referring to them as advisers, and that the RTP should consider appointing individuals who can make a valuable contribution.

3.3 As it is an individual and not an organisation that is appointed as an observer, to be considered it is not a requirement to be a representative of a group. However, it is common that an observer would be put forward on the basis that they are a member of an organisation that is a stakeholder in the work of the board – such as a public transport operator, sustainable travel representative or Youth Council.

3.4 In accordance with the legislation, official guidance and as reflected in the SWestrans' Guidance for Observers, the Board when appointing observers to the Board should consider the following:

- Will the proposed individual have a useful input and make a valuable contribution?
- Does the individual represent a specific interest group?
- Does the individual bring a particular knowledge or expertise?

3.5 There is a clear difference in legal and formal status between Board Members and observers. Observers do not carry any responsibility and are likely to be drawn from either specific interest groups or to bring a particular knowledge or expertise. They may therefore not be expected to participate in all discussions or all meetings,

only those for which their particular knowledge or interest is relevant. It is for the RTP to specify in Standing Orders the roles and rights of observers at Board meetings.

3.6 Standing order 24 of SWestrans Standing Orders provides the following detail:-

“An observer may only address a meeting of the Transport Partnership on the invitation of the Chairperson.

An observer may not vote on any matter

An Observer may not attend any part of meeting of the Transport Partnership from which the press and the public are excluded.”

Current observers

3.7 Currently the Board has five observers appointed. Laura Moodie (Dumfries and Galloway Bus Users Group) was appointed as an observer on 27 September 2024 and is a regular attendee at board meetings. On 27 June 2025 the board appointed three observers on behalf of Dumfries and Galloway Youth Council being Luke Graham, Max Heughan and Stewart Walker as well as Douglas Kirkpatrick.

3.8 As outlined in the 27 June 2025 report, further work was done by the Secretary, following the meeting, with a view to approaching individuals or organisations that may have an interest in becoming an observer to the board. This report provides details for one observer appointment. Any future interest for further prospective observers will be presented to the next available board meeting.

Observer Appointment

3.9 Kirstin Lorna Stannus - Director & Transport Manager, McCalls Coaches Ltd

- **Will the proposed individual have a useful input and make a valuable contribution.**

“I feel that I would have a useful input and make a valuable contribution to SWestrans because I have worked in public transport since 2014. I have experience in all areas of a transport organisation and recognise the importance of providing a reliable, efficient and cost effective service to the public.”

- **Does the individual represent a specific interest group.**

“I represent McCalls Coaches Ltd, which is a well established Transport Company which has provided transport solutions to many people from many different groups throughout Dumfries and Galloway. I feel that I would be able to present and represent the needs of all. I am approachable and I find that people can voice their opinions to me with ease.”

- **Does the individual bring a particular knowledge or expertise.**

“I have worked for McCalls Coaches since 2013. I became a Director and Transport Manager in 2015. I have 12 years hands on experience working with the public of Dumfries and Galloway. I would bring practical knowledge and expertise relating to all aspects of running a bus company whilst meeting the needs of the public.”

4. Implications

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|------------------------|-------|
| Financial | None. |
| Policy | None. |
| Equalities | None |
| Climate Change | None |
| Risk Management | None. |

5. Recommendation

Members of the Board are asked to agree to appoint Kirstin Lorna Stannus as an observer to the SWestrans Board for a period of four years.

Claire Rogerson - Report
Author

Date of Report: 12 September
2025
File Ref: SW2/meetings/2025

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