Dates of 2022 Meetings

| 11 March | 10 June | 9 September | 11 November |

DUMFRIES AND GALLOWAY
COMMUNITY PLANNING PARTNERSHIP BOARD
Meeting on Friday 11 November
10am-1pm
MS Teams and The Bridge, Glasgow Road, Dumfries DG2 9AW

Members

Stephen Thompson **Linda Dorward** **Chairs**	-	Co-Leaders Dumfries and Galloway Council
Nick Morris **Vice Chair**	-	Chair NHS Dumfries and Galloway
John Campbell	-	Chairman SWestrans
John Dougan	-	Vice Chair Third Sector Dumfries and Galloway
Laura Douglas	-	Chair Dumfries and Galloway Integration Joint Board
Maureen Dowden	-	Dumfries and Galloway Housing Sector
Professor Russel Griggs	-	Chair South of Scotland Enterprise
Sheena Horner	-	Dumfries and Galloway Private Sector
Iain Howie	-	Councillor Dumfries and Galloway Council
Maureen Johnstone	-	Councillor Dumfries and Galloway Council
Helen Keron	-	Chair Third Sector Dumfries and Galloway
Gail Macgregor	-	Councillor Dumfries and Galloway Council
Caroline Stuart	-	Dumfries and Galloway Further and Higher Education Sector

Dumfries &
Galloway
Together is
Better

Dawn Roberts - Chief Executive
Dumfries and Galloway Council (advisor)

Jeff Ace - Chief Executive
NHS Dumfries and Galloway (advisor)

Norma Austin Hart - Chief Executive
Third Sector Dumfries and Galloway (advisor)

Andrew Kenna - Local Senior Officer, Scottish Fire and Rescue
Service, Dumfries and Galloway Division (advisor)

Carol McGuire - Local Commander, Police Scotland,
Dumfries and Galloway Division (advisor)

Jane Morrison-Ross - Chief Executive
South of Scotland Enterprise (advisor)

Colin Cook - Place Director for Dumfries and Galloway
Scottish Government (observer)

Dates of Meetings 2022

11 March   10 June   9 September   11 November

**DUMFRIES AND GALLOWAY
COMMUNITY PLANNING PARTNERSHIP BOARD**

**FRIDAY 11 NOVEMBER 2022
10am – 1pm
The Bridge, Dumfries
MS Teams/Hybrid
AGENDA**

10.00 am   **1. DRAFT MINUTE OF MEETING OF DUMFRIES AND GALLOWAY
COMMUNITY PLANNING PARTNERSHIP BOARD ON JUNE 10 2022**

10.05am   **2. PRESENTATION ON COMMUNITY TRANSPORT STRATEGY**

10.35am   **3. REGIONAL TRANSPORT STRATEGY**

11.05am   **4. PRESENTATION AND DISCUSSION ON THE PROPOSED NEW
MODEL FOR COMMUNITY PLANNING**

11.30am   **5. THIRD SECTOR REPRESENTATION AND THE VOICE**

11.45am   **6. CP PARTNER CONTRIBUTION TO COST OF LIVING**

12.10pm   **7. KEY STRATEGIES AND PLANS – UPDATES**

12.20pm   **8. BUSINESS BRIEFING – NOVEMBER 2022**
- Digital inclusion update
- Sport & Physical Activity Strategy
- Play Charter
- Safer Communities Partnership update
- Potential joint work with Alcohol & Drugs Partnership
- Review of Public Health Scotland

12.30pm   **9. RISK REGISTER**

12.40pm   **10. CP IMPROVEMENT PLAN**

12.55pm   **11. COMMUNITY PLANNING PARTNERSHIP BOARD – FORWARD
PROGRAMME**

            CLOSE

DUMFRIES AND GALLOWAY
COMMUNITY PLANNING PARTNERSHIP BOARD
Friday 10 June 2022
The Bridge, Glasgow Road, Dumfries and by MS Teams -10am

Item 1

Present

Stephen Thompson (Co-Chair)	-	Co-Leader Dumfries and Galloway Council
John Dougan	-	Third Sector Dumfries and Galloway
Helen Keron	-	Chair Third Sector Dumfries and Galloway
Gail Macgregor	-	Councillor Dumfries and Galloway Council
Jeff Ace	-	Chief Executive NHS Dumfries and Galloway (advisor)
Derek Crichton	-	Interim Chief Executive Dumfries and Galloway Council (advisor)
Norma Austin Hart	-	Chief Executive Third Sector Dumfries and Galloway (advisor)
Thomas Keay (Substitute)	-	Group Commander, Scottish Fire and Rescue Service, Dumfries and Galloway Division (advisor)
Carol McGuire	-	Local Commander, Police Scotland Dumfries and Galloway Division (advisor)
Jane Morrison- Ross	-	Chief Executive South of Scotland Enterprise (advisor)

Apologies

Colin Cook	-	Place Director for Dumfries and Galloway Scottish Government (observer)

Linda Dorward - Co-Leader
Dumfries and Galloway Council

Laura Douglas - Chair
Dumfries and Galloway Integration Joint Board

Maureen Dowden - Dumfries and Galloway Housing Sector

Professor Russel Griggs - South of Scotland Enterprise

Sheena Horner - Dumfries and Galloway Private Sector

Iain Howie - Councillor
Dumfries and Galloway Council

Maureen Johnstone - Councillor
Dumfries and Galloway Council

Craig McGoldrick - Area Commander, Scottish Fire and Rescue Service,
Dumfries and Galloway Division (advisor)

Nick Morris - Chair
NHS Dumfries and Galloway

Caroline Stuart - Dumfries and Galloway Further and Higher Education Sector

In attendance

Serena Dunlop - Directorate Business Manager, RRR Team (Item 2)

Jamie Ferguson - Community Development and Empowerment Manager (Item 2)

Fraser James - Planning Officer (Item 2)

Richard Grieveson - Head of Community Services

Stephen Jack - Lifelong Learning Manager (Items 2, 5, 7 and 8)

Mark Molloy - Service Manager – Young People (Item 3)

James Parker - Developer Contributions Officer (Item 2)

Caitlin Wallace - Inspire Graduate (Item 2)

Valerie White Director of Public Health
NHS Dumfries and Galloway

10 members present, including 6 advisors, from 6 partners.

The Chair **WELCOMED** everyone to the meeting. **HIGHLIGHTING** that Councillors Stephen Thompson and Linda Dorward will Co–Chair CPPB meetings on a rotational basis.

1. DRAFT MINUTE OF MEETING OF DUMFRIES AND GALLOWAY COMMUNITY PLANNING PARTNERSHIP BOARD ON 11 MARCH 2022

1.1 **APPROVED** as a correct record

1.2 **NOTED** under Item 1.3 that an update on the training associated with the Dumfries and Galloway School Counselling Project had been forwarded to Board members.

1.3 **AGREED** to arrange a meeting with colleagues in Education and Youth Work to discuss the School Counselling Project in more detail and seek further clarification.

1.4 **NOTED** under Item 1.2 that it is proposed to bring back a report on the links/synergies between key workforce plans such as the Regional Economic Strategy and associated Delivery Plan; Health & Social Care Plan and also outcomes of the Workforce Summit.
ACTION: HEAD OF COMMUNITY SERVICES/ LIFELONG LEARNING MANAGER

2. COVID RESPONSE AND RECOVERY UPDATE – includes an interactive breakout session in relation to Place – Resilient Communities

2.1 **NOTED** progress since last meeting of CPPB.

2.2 **CONSIDERED** CPPB Recovery Contribution Matrix in **(Appendix 1).**

2.3 **NOTED** the updates to the CPPB Board Covid Recovery Plan **(Appendix 2).**

2.3.1 **DISCUSSED** that the gap analysis will be an outcome of the focus group activity which will capture further intelligence and help identify improved ways of partner collaboration around these areas and new opportunities going forward; and
- **NOTED** concern raised regarding lack of reference in Appendix 2 to devolved school budgets and rising operational costs linked to the cost of living and potential impacts on delivering on certain curriculum subjects and **FURTHER NOTED** reassurances received by the Interim Chief Executive of Dumfries and Galloway Council on this matter;
- **NOTED** concern raised by TSDG in relation to a lack of meaningful engagement with the Third Sector in developing proposals linked to the Shared Prosperity Fund and investment plan which is required to be submitted to Scottish Government; and **FURTHER NOTED** that the Interim Chief Executive would take this forward through the Council's Director of Economy & Resources.

Dumfries &
Galloway
Together is
Better

2.4 **DISCUSSED** the outcome of Personal Resilience Focus Group and **AGREED** next steps based on the high-level feedback **Appendix 3.**

2.5 **AGREED** to review and provide updated information on the membership, remit and meetings of the Stakeholders Group as part of the mid-term review of the Local Outcomes Improvement Plan; and

2.5.1 to provide an update on when the South of Scotland Regional Economic Strategy Delivery Plan will be published.

2.6 **RECEIVED** a presentation on Recovery Priority 4: Place – Resilient Communities and use of the Place Standard tool which includes the key recovery elements needed to create vibrant communities and drive forward recovery efforts.

2.7 **CONSIDERED** contributions to the Recovery Priority – Place – Resilient Communities.

2.7.1 **DISCUSSED** how the Place Standard tool could help communities take the lead and how Community Planning Partners could work together and support communities by;

- Recognising that each community is unique, and the Place Standard tool is a helpful mechanism to identify the strengths and weaknesses within a community, looking at opportunities to improve and create partnership action.
- Highlighting the value of the Locality Hubs and local planning, local engagement and understanding the needs and requirements of our local communities; and

2.7.2 **NOTED** the specific comments emerging from the discussion groups;

- that the main priority focus points for the online discussion group were public transport, traffic and parking, housing and communities and care and maintenance.
- shared themes of streets and spaces, public transport and housing and community.
- that the tool simplified a complex issue, recognising that identifying areas of improvement and how to achieve this would require further time and discussion.

2.8 **IDENTIFIED** other opportunities to support Resilient Communities (Appendix 4) and **AGREED** to bring back an update report to the CPPB on the development of Place Plans within the region with advice and support from the Place Planning Partnership and to discuss at this meeting how Community Planning organisations can support this work. **NOTED** that if Place Plans are registered, they will need to be considered in local development plans.
ACTION: HEAD OF COMMUNITY SERVICES/LIFELONG LEARNING MANAGER

3. PLANNING FOR JOINT SESSION WITH YOUTH COUNCIL

3.1 **AGREED** that the joint meeting and workshop be themed around 3 issues relevant to young people and the remit of CPPB organisations and sectors, which are:
- Mental Health Services for young people in Dumfries and Galloway
- Young People's inclusion in decision making processes
- Environmental issues including organisations' response to the climate emergency

3.2 **FURTHER AGREED** professional experts from NHS could be invited to attend if that is satisfactory for the Youth Council.

3.3 **INVITED** the Youth Council to become involved in the assessment panel for the Community Mental Health and Wellbeing fund and arrange a focus group of young people to look at projects.
ACTION: SERVICE MANAGER – YOUNG PEOPLE

3.4 **SUPPORTED** the request made by Valerie White, Director of Public Health, in relation to developing a partner Physical Activity Strategy for Dumfries & Galloway.

4. THIRD SECTOR REPRESENTATION AND THE VOICE PROJECT

4.1 **HIGHLIGHTED** issue remains with some areas of the public sector having an approach which is more about Third Sector Organisations (TSOs) being contractors rather than being seen as colleagues/partners; and that TSDG are exploring a mechanism to better support the Third Sector through encouraging TSOs to engage more as representative voices where they are better placed to do so. The Board **ACKNOWLEDGED** and supported that TSO's should be seen as key partners and that this should be recognised through the wider community planning review.

4.2 **NOTED** the report and **AGREED** to receive a further update reflecting the proposed actions agreed at TSDG Board, at the next or subsequent meetings of the CPPB.
ACTION: CHIEF EXECUTIVE TSD&G

5. UPDATE REPORT - MID TERM REVIEW OF THE D&G LOCAL OUTCOMES IMPROVEMENT PLAN AND LOCALITY PLAN ON FOOD SHARING

5.1 **HIGHLIGHTED** desktop benchmarking with other Local Authorities; assessed key plans currently contributing to the LOIP and mapped their contribution across the eight existing outcomes; the key intelligence and data gathered over the past 12 – 18 months.

5.2 **NOTED** that Community Planning Partners will continue to work with Public Health Scotland to seek their expertise and support around intelligence/data analysis.

5.3 **CONSIDERED** and commented on the progress to date, emerging options and issues highlighted at paragraphs 3.5 – 3.9; including **HIGHLIGHTING** continued joint work to make Carers visible, valued and supported and the opening of the Carer's Hub at DGRI.

5.4   **SUPPORTED** the opportunity to reflect and refresh the LOIP and bring back options for the Board's consideration on where it can add value and make a difference by working together by focussing on key priority themes.

5.5   **NOTED** that the next stage is dedicated workshops involving CPP partners to consider the emerging Plans.

5.6   **AGREED** that the brief for the mid-term review of the LOIP and Locality Plan would be enhanced and extended to refresh and update the current Community Planning operating model including membership and the role of the Board itself.
ACTION: HEAD OF COMMUNITY SERVICES/LIFELONG LEARNING MANAGER

6. KEY STRATEGIES AND PLANS – UPDATES
NOTED the updates from the Key Plans and Strategies that support the Local Outcomes Improvement Plan as follows:

6.1 **Children's Services Plan**
NOTED

6.2   **Community Justice Outcome Improvement Plan**
RECOGNISED the challenges faced and offered support to the Community Justice Team.
ACTION: COMMUNITY JUSTICE PARTNERSHIP MANAGER/LIFELONFG LEARNING MANAGER

6.3   **Community Learning and Development (CLD) Partners' Strategic Plan**
6.3.1 **HIGHLIGHTED** Dumfries and Galloway took part in the voluntary thematic inspection by Education Scotland on how well community learning and development (CLD) partners are supporting Covid-19 recovery. Positive feedback was received on their approaches and how they responded during Covid.

6.3.2 **COMMENDED** CLD approach to make information readable in the annual report.
                              ACTION: LIFELONG LEARNING MANAGER

6.4 **Employability and Skills Plan**
NOTED

6.5 **Health and Social Care Strategic Plan**
NOTED and **HIGHLIGHTED** the Health and Social Care Interim Performance Report 2020/21 and the tension across Scotland around pathways and organisation of care between desire to impose national models and the equal ideological idea of reflecting local circumstances.
                    ACTION: CHIEF OFFICER, HEALTH AND SOCIAL CARE

6.6 **Local Child Poverty Action Plan**
NOTED

6.7 **Local Development Plan 2**

NOTED

6.8 Local Housing Strategy
NOTED

6.9 Poverty and Inequality Strategy
NOTED

6.10 Regional Transport Strategy
NOTED and **AGREED** the draft consultation response on the SWestrans Regional Transport Strategy prepared for the CPPB at Appendix 5.
 ACTION: LEAD OFFICER SWESTRANS/LIFELONG LEARNING MANAGER

7. BUSINESS BRIEFING – JUNE 2022
7.2 **NOTED** the position of the issues in the report and;

7.2.1 **HIGHLIGHTED** the launch of the new Adult Learning Strategy with an online launch event on the 29 June;
7.2.2 the key messages from the Digital Skills Project;
7.2.3 the digital exclusion research work being undertaken through TSD&G with an event organised on the 22 June where key stakeholders will consider high level messages from the analysis;
7.2.4 update on the LOIP Annual Report;
7.2.5 updated role on the new Scottish Government Place Directors;
7.2.6 updates from the Resettlement Project Board; and
7.2.7 the new membership of the Board following the Local Government Elections.
ACTION: **LIFELONG LEARNING MANAGER**

8. COMMUNITY PLANNING PARTNERSHIP BOARD – FORWARD PROGRAMME
8.1 **AGREED** the Board meeting arrangements and programme for 2022 as set out in the Appendix.

8.2 **NOTED** amendments and additional requests for reports as discussed at the meeting and that the Lifelong Learning Manager/Head of Communities would meet with the Co-Chairs to agree and re-prioritise business for the last two meetings of the year.
ACTION: **LIFELONG LEARNING MANAGER/HEAD OF COMMUNITY SERVICES**

Dumfries & Galloway

Together is Better

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 November 2022

REGIONAL TRANSPORT STRATEGY - DRAFT FOR CONSULTATION

ITEM 3

Author: Douglas Kirkpatrick – Lead Officer, SWestrans	Responsible Senior Officer: Douglas Kirkpatrick – Lead Officer, SWestrans

Report Title: Regional Transport Strategy – Draft for Consultation

1. Situation:

To inform the Community Planning Partnership Board of progress with a new Regional Transport Strategy being developed by SWestrans and to approve a response to the consultation on the draft Regional Transport Strategy 2022 to 2042.

2. Background:

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

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

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

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

2.4   The Community Planning Partnership Board has been updated at each of its meetings on progress throughout the development of the new RTS.

3. Key Issues:

3.1   The draft RTS is attached as **Appendix 1** and a summary of the content is provided in paragraphs 3.2 to 3.11. The preparation of the new RTS has been informed by Strategic Environmental Assessment (SEA) and Equalities Impact Assessment processes, each of which has identified key environmental and equalities issues which need to be addressed in

the new RTS. The RTS will be accompanied by proportionate SEA and Equalities Duties Assessment Reports which consider how relevant equalities and environmental issues have been taken account of to date and provides recommendations to inform the finalisation of the RTS.

Background and Policy Context
3.2 Explains how the draft RTS has been developed, and the key national, regional and local policy context that have been used to guide the development of the draft RTS.

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

Transport Problems
3.4 A set of transport problems and issues which have been identified from a range of sources. These transport problems can be thought of as one or more of:
- Something that negatively affects a journey which is still made (people and freight) by that mode of travel – in the main this makes a trip less efficient, more expensive or less comfortable.
- Something that stops people or goods travelling by (generally) more sustainable and policy friendly modes – this primarily leads to more car use.
- Something that stops people making the trips they'd like to make, or goods being moved – impacting on peoples' life chances and business opportunities.

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

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

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

3.7 The Strategy Objectives are defined below but further detail (including sub-objectives) for each is provided in the draft RTS:
- **Strategy Objective 1** – To facilitate and encourage safe active travel for all by connecting communities and travel hubs.
- **Strategy Objective 2** – To improve the quality and sustainability of public transport within, and to / from the region.
- **Strategy Objective 3** – To widen access to, and improve connectivity by public transport within and to / from the region.
- **Strategy Objective 4** – To improve integration between all modes of travel and freight within and to / from the region.
- **Strategy Objective 5** – To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan.

- **Strategy Objective 6** – To reduce the impact of transport on the people and environment of the region.

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

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

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

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

4 - Reducing the 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 Strategic Sites: enhancements to the strategic transport network that provides links to key economic destinations, gateways and development locations to increase efficiency and competitiveness

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

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

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

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

Monitoring

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

Consultation

3.12 Consultation on the draft RTS is a requirement set out in the Transport (Scotland) Act 2005. The consultation will be open to the general public, partners, and stakeholders, and the draft RTS document, supporting documents (including the EqIA and SEA), and consultation questionnaire is available through the SWestrans website and is provided in paper copies and in other formats or languages upon request. The consultation is being promoted through stakeholder contact lists and social media to generate responses. The consultation launched on 3 October 2022, and it will remain open until 6 January 2023.

3.13 The link to the online questionnaire where feedback on the draft Regional Transport Strategy 2022-2042 and supporting documents can be provided is given below:
Draft RTS Consultation (arcgis.com)

Discussion

3.14 To help inform a potential CPPB response to the consultation a set of 5 key strategic questions have been provided below on which officers will collate notes and which will then be used to inform the completion of the response by the January deadline. A copy of the full consultation question set (Appendix 2) will also be sent to Board Members to enable any additional comments to be provided and returned by early December.

1. Transport Challenges and Problems (para 3.4), do the CPPB agree or disagree that can be thought of as one or more of the following?
   - Something that negatively affects a journey which is still made (people and freight) by that mode of travel – in the main this makes a trip less efficient, more expensive or less comfortable.
   - Something that stops people or goods travelling by (generally) more sustainable and policy friendly modes – this primarily leads to more car use.
   - Something that stops people making the trips they'd like to make, or goods being moved – impacting on peoples' life chances and business opportunities

2. Vision, the draft RTS vision is set out in para 3.6, do the CPPB agree or agree or disagree that this should be the vision for the new RTS?

3. The draft RTS Strategy Objectives are highlighted in para 3.7, do the CPPB agree or disagree that these should be the Strategy Objectives for the new RTS?

4. Do the CPPB think that any other Objectives should be considered for the new RTS and if so what other objectives?

5. 10 key Mobility Themes have been identified which will form the foundation of the RTS, these are shown in para 3.8. Do the CPPB agree that the Themes identified are important and appropriate?

4. Recommendations:

Board Members are invited to:

4.1   note the progress on the development of the Regional Transport Strategy 2022 to 2042; and

4.2   consider and discuss the 5 key strategic questions set out in paragraph 3.14.

Lead Officer: Douglas Kirkpatrick – SWestrans

Appendices (2)
1 – Draft RTS
2 – RTS consultation questions

SWestrans

REGIONAL

TRANSPORT

STRATEGY

Consultation Draft

September 2022

In partnership with: **Stantec**

Stantec

Document Control Sheet

Project Name: SWestrans Regional Transport Strategy

Project Ref: 330610587

Report Title: Consultation Draft

Doc Ref: v1.2

Date: 9th September 2022

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

Revision	Date	Description	Prepared	Reviewed	Approved
1.1	25/08/22	Draft	AK	SL	SL
1.2	09/09/22	Final Draft	AK	SL	SL

Contents

Figures

Tables

Introduction

SWestrans Regional Transport Strategy

Consultation Draft

1 Introduction

1.1 Background

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

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

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

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

Figure 1.1 Map of SWestrans Region

1.2 Policy Context

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

1.2.2 Furthermore, the RTS has been developed within the policy framework set out in the National Transport Strategy 2 which established four strategic priorities. In addition, NTS2 also defined a Sustainable Travel Hierarchy aimed at prioritising the most sustainable modes of transport. Both of these are illustrated in Figure 1.3.

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

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

1.2.4 This key policy context has consequently been used to guide the development of this RTS.

National
- National Transport Strategy 2
- Strategic Transport Projects Review 2
- National Planning Framework 4
- Scottish Government Climate Change Plan Update 2020
- Route Map to 20% Reduction in Car KM
- Transport (Scotland) Act 2019
- Union Connectivity Review

Regional
- Borderlands Growth Deal
- Dumfries and Galloway Draft Active Travel Strategy 2
- Dumfries and Galloway Draft indicative Regional Spatial Strategy
- Dumfries and Galloway Regional Economic Strategy
- North Channel Partnership
- **SWestrans Regional Transport Strategy**
- Safer Greener Better: A75 and A77 Upgrades
- South of Scotland Cycling Strategy
- South of Scotland Regional Economic Strategy
- SWestrans Equality Outcome Scheme

Local
- Chapelcross Development Framework
- Crichton Development Plans
- Dumfries and Galloway Local Development Plan 2
- High Speed 2 – Western Leg Design Refinement Consultation Response

Figure 1.2 Policy Hierarchy

NTS 2 PRIORITIES

- Reduce Inequalities
- Take Climate Action
- Help Deliver Inclusive Economic Growth
- Improve Our Health and Wellbeing

SUSTAINABLE TRAVEL HIERARCHY

- Walking and Wheeling
- Cycling
- Public Transport
- Taxis & Shared Transport
- Car
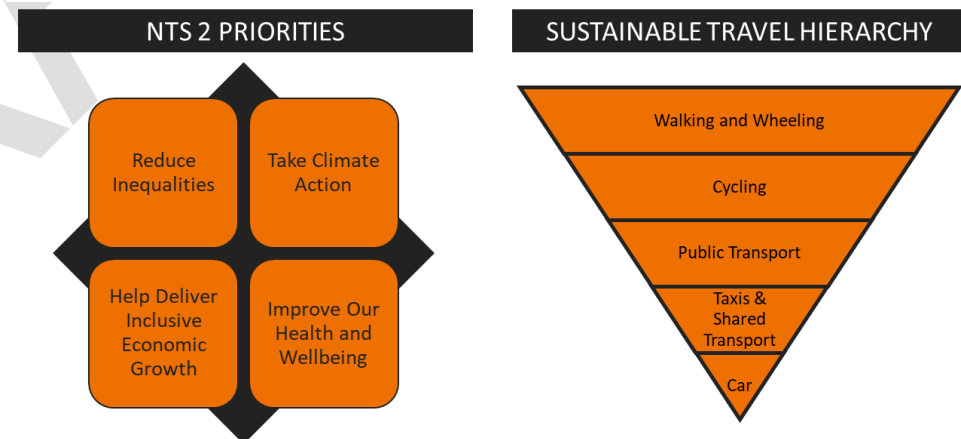
Figure 1.3 National Transport Strategy 2 Policy Framework

Stantec SWestrans

The SWestrans Region

SWestrans Regional Transport Strategy

Consultation Draft

2 The SWestrans Region

2.1 Demographic

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

2.1.2 This low population density in South West Scotland has implications for the provision of effective and efficient transport. In particular, it is difficult to provide commercially viable public transport services in areas with dispersed populations and modes like walking and cycling are generally suited to shorter, local trips in more densely urbanised areas. This is further illustrated by the Scottish Government's Urban – Rural Classification shown here which classifies much of the region as either 'Accessible Rural' or 'Remote Rural'.[1]

2.1.3 The population of the SWestrans area is also projected to decline by 4% between 2018 and 2032. This could have further implications for the viability of public transport and other essential services, with resultant potential implications for people with disabilities, although recent NRS data suggests a small increase in population between 2020 and 2021 potentially linked to out migration from urban areas driven by the COVID-19 pandemic. Furthermore, there is a higher elderly population and lower working age
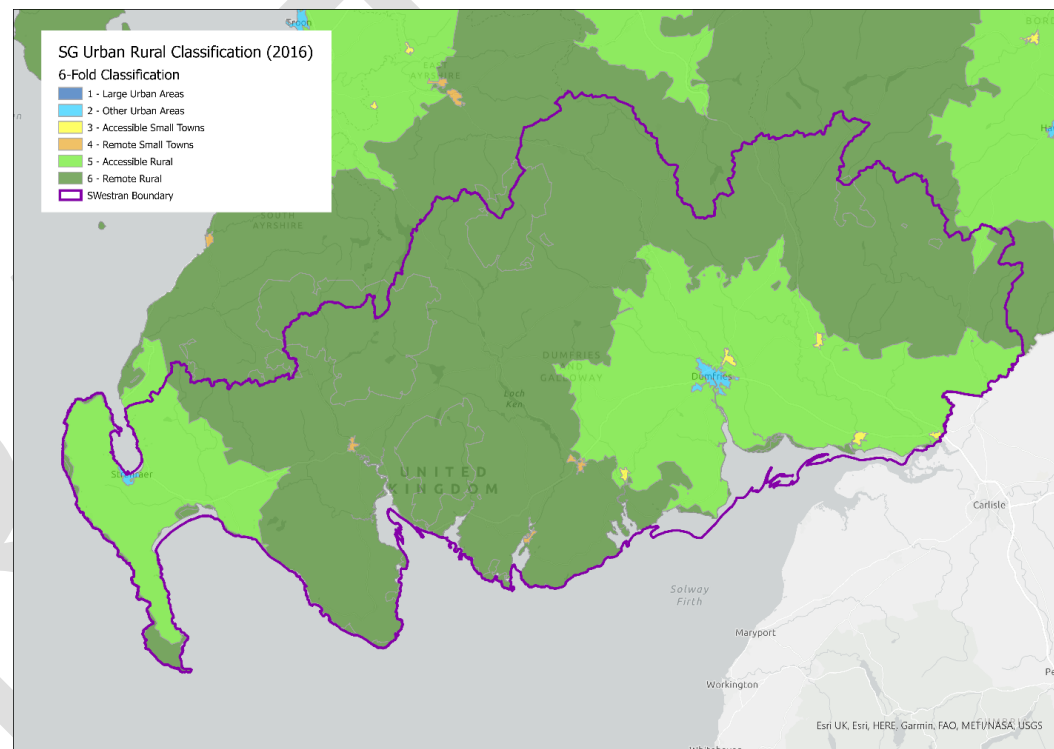

Figure 2.1 Scottish Government Urban – Rural Classification of SWestrans Region

---

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

population compared to Scotland as a whole, which could place additional demands on health and social care and the need for access to it. This is likely to be further exacerbated by the fact that the proportion of residents in bad health or very bad health is higher than the Scottish average.

2.2 Transport

Active Travel

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

- **NCN Route 73 (South)** runs from Stranraer to Newton Stewart. The 41-mile stretch is predominantly on-road
- **NCN Route 7** connects Sunderland and Inverness. The Glasgow to Carlisle section runs through Maybole, Newton Stewart, Castle Douglas, Dumfries and Gretna Green. This route is mainly on-road with occasional off-road sections
- **NCN Route 74** connects Gretna and Glasgow following a route very similar to the A74(M). The 70-mile route is predominantly on-road, though there are some traffic free routes

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

Bus

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

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

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

	2015/16	2016 / 17	2017/18	2018/19	2019/20	2020/21
Subsidy spent (£'000)[2]	£3,736	£3,531	£3,400	£3,395	£3,400	£3,472
Change in subsidy spent compared to previous year		-5.5%	-3.7%	-0.1%	+0.1%	+2.1%
Commercial Vehicle KM	3,709,195	3,668,843	3,762,063	3,757,383	3,619,269	3,192,425
Change in commercial vehicle km compared to previous year		-1.1%	+2.5%	-0.1%	-3.7%	-11.8%
Supported Vehicle KM	5,372,340	4,855,325	5,167,167	5,004,795	5,091,427	4,371,526
Change in supported vehicle km compared to previous year		-9.6%	6.4%	-3.1%	1.7%	-14.1%
Total Vehicle KM	9,091,535	8,524,168	8,929,230	8,762,178	8,710,696	7,563,951
Change in total vehicle km compared to previous year		-6.2%	4.7%	-1.9%	-0.6%	-13.1%
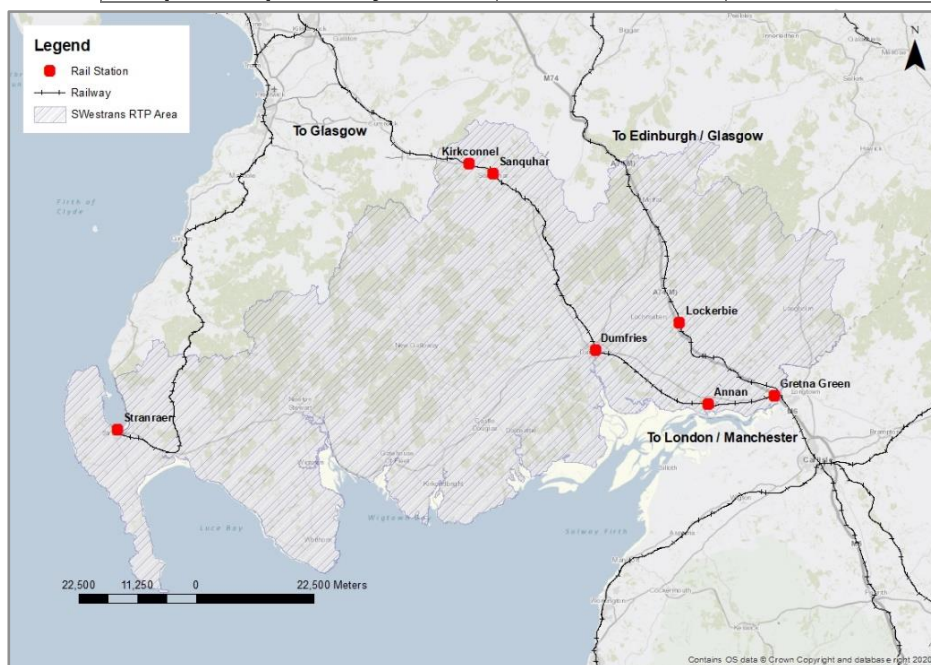
Figure 2.2 Rail Network in SWestrans Region

Rail

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

- **Glasgow & South West Line (GSWL)**
  – Glasgow to Stranraer
  – Glasgow to Carlisle / Newcastle via Dumfries
- **West Coast Mainline (WCML)**
  – London / Birmingham to Glasgow / Edinburgh

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

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

---

[2] Note that figures are nominal values so not adjusted for inflation

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

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

Ferry

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

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

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

2.2.13   These services provided by P&O and Stena Line are wholly commercial and generate a significant amount of traffic to and from the ports. Approximately £26 million worth of goods per day is estimated to use the A75 East of Dumfries, £20 million on the A75 West of Dumfries with approximately £10 million moving on the A77 south of Ayr much of which is linked to the ports. As well as a source of local employment, the future viability and success of these ferry routes is of key importance to Scotland as a society and an economy. The transport links to the ports have a key role to play in supporting the competitive position of South West Scotland's ferry ports in relation to other ports offering Irish Sea services. As such,

the area around the ports is subject to proposals to create an enterprise area which would involve streamlining planning processes, non-domestic rates relief and support from Skills Development Scotland in order to encourage more economic development.

Strategic Road Network

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

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

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

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

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

Figure 2.3 Transport Greenhouse Gas Emissions Estimates in Dumfries and Galloway (kt CO$_2$e)

2.2.19   A shift to Electric Vehicles (EV) will be critical to reducing road related emissions which will depend on provision of adequate charging infrastructure. In Dumfries and Galloway there are currently 76.2 EV charging devices per 100,000 people according to the DfT. The number of chargers ultimately required is very uncertain at this stage. However, the DfT expects there to be around 300,000 public charge points as a minimum by 2030[3], which would equate to around 450 per

---

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

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

Car Ownership

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

2.3   Land-use

2.3.1 The land-use planning context in the region is influenced by national, regional and local policy. The Scottish Government is currently in the process of finalising the National Planning Framework 4 (NPF4) which will set out a plan for Scotland for 2050.

Figure 2.4 Car Ownership by Regional Transport Partnership 2019

2.3.2 The draft NPF4 identified a number of 'National Developments' which included the Chapelcross Power Station Redevelopment and Stranraer Gateway.

2.3.3 The Chapelcross development supports the reuse of a significant area of brownfield land in a rural area with economically fragile communities. It will also support the just transition to net zero. NPF4 states 'sustainable access to the site for workers and commercial vehicles will be required'.

2.3.4 At Stranraer, NPF4 seeks to support its regeneration and role as a gateway town. In particular it highlights that relevant 'National Developments' may include sustainable road, rail and freight infrastructure for access to Stranraer and/or Cairnryan as well as new and/or upgraded infrastructure for transportation and use of low carbon fuels.
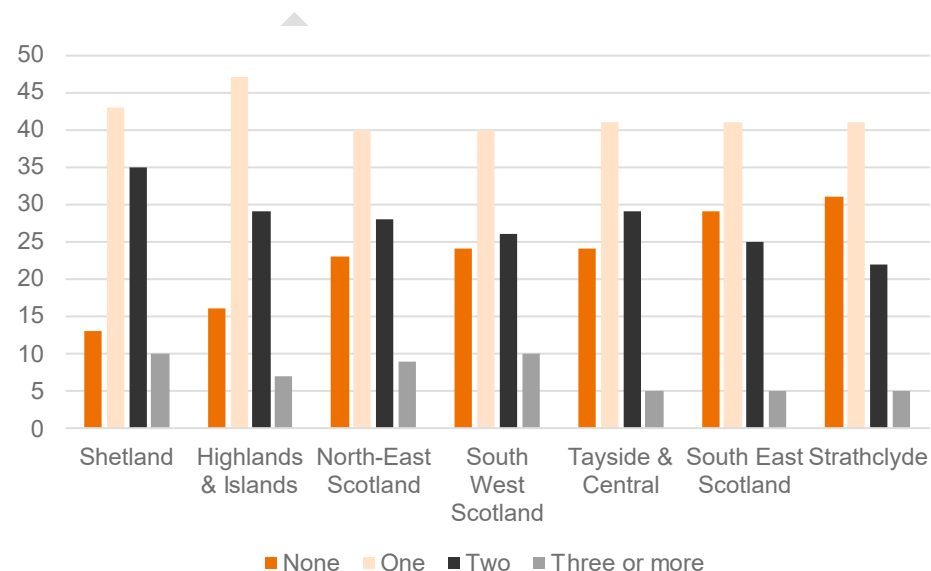
Strategic Development Projects

Climate Change
- Chapelcross Green Energy Park
- Flood Schemes

Economy
- Stranraer Gateway Project
- Strategic Growth Corridors and Freeport
- Development of Business Parks
- Inclusive Economy Development Zones
- Strategic Growth Corridors Along Existing and Extended Railway Routes
- Tweedbank Expansion
- Dairy Innovation Centre, Dumfries
- Great Tapestry of Scotland, Galashiels
- Crichton Quarter, Dumfries

People
- Mountain Biking Innovation Centre, Innerleithen
- South West Coastal Path Project
- South of Scotland Coast to Coast Cycle Route

Connectivity
- Transport Improvements – A75(T) & A77(T)
- Transport Improvements - A76(T)
- Dualling the A1(T)
- A7(T) Selkirk By-Pass
- Road Enhancements Between Dumfries and the A74(M)
- Improvements to the Local Road Network between Dumfries and Galloway and the Scottish Borders
- New Peebles Bridge
- Rail Improvements - Glasgow South Western Line and New Stations
- Rail Improvements – Stranraer/Cairnryan Rail Line and New Stations
- Rail Improvements - West Coast Rail Line and New Rail Station at Beattock
- Extension of Borders Railway to Carlisle New Railway Station at Reston
- New Rail Links Between the Glasgow South Western Line and the West Coast Main line and Between Dumfries and Stranraer

Figure 2.5 South of Scotland Indicative Regional Spatial Strategy

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

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

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

- **18. Supporting integrated journeys at ferry terminals:** improving the connections at ferry terminals to other types of public transport
- **23. Smart, integrated public transport ticketing:** simplifying how people book and pay for tickets with different providers
- **40. Access to Stranraer and the ports at Cairnryan:** safety, resilience and reliability improvements on the A75 and A77 strategic road corridors. Consideration would also be given to upgrading or relocating the railway station in Stranraer

- **44. Rail freight terminals and facilities:** provision of rail freight terminals which is critical to achieving a significant shift of freight from road to rail
- **45. High speed and cross border rail enhancements:** infrastructure upgrades to permit higher speeds on cross-border routes

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

Transport Problems

SWestrans Regional Transport Strategy

Consultation Draft

3 Transport Problems

3.1 Overview

3.1.1 The RTS has been developed based on a set of transport problems and issues which have been identified from a range of sources including evidence and analysis from Transport Scotland's South West Study Report published in January 2020, a review of policy documentation, stakeholder and public engagement, Strategic Environmental Assessment and Equalities Impact Assessment. It primarily focuses on a definition of a transport problem as being *a problem experienced by a user, or potential user of the transport network* (although problems *caused by* the transport system are also considered). These transport problems can be thought of as one or more of:

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

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

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

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

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

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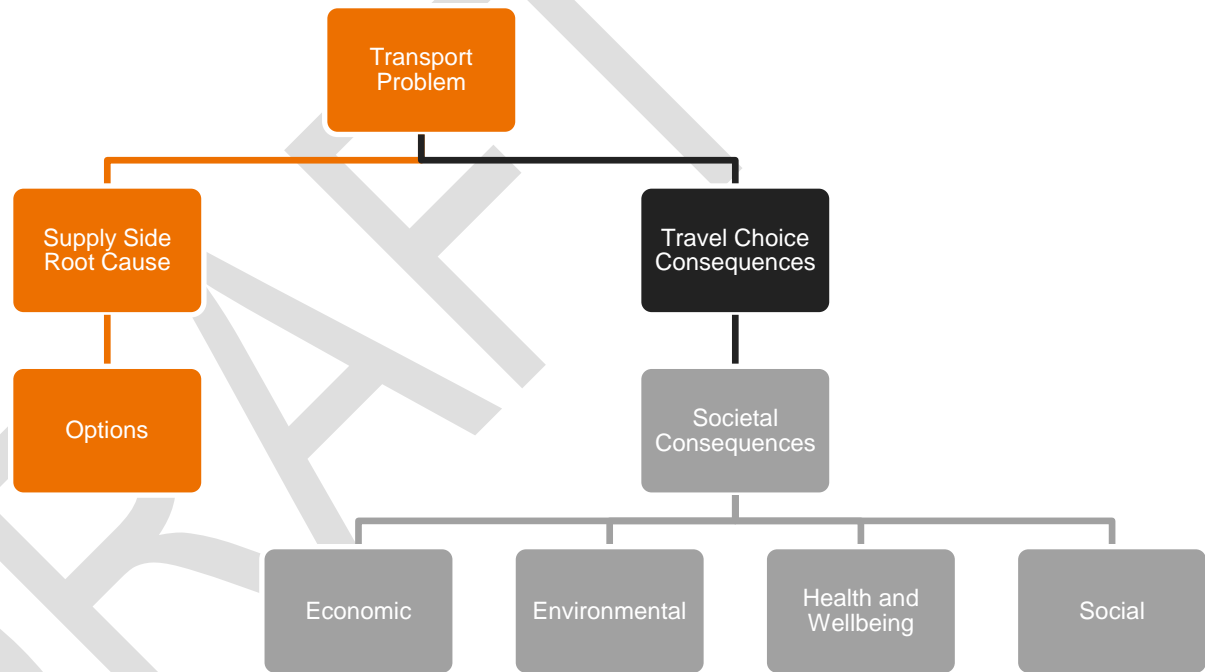

Figure 3.1 Problems Framework

3.2 Identifying Transport Problems

3.2.1 This framework was subsequently used as the basis for setting out the transport problems in the SWestrans region. The transport problems were broken down into categories which broadly align with the National Transport Strategy's sustainable travel hierarchy and are outlined in Table 3.1.

Table 3.1 Transport Problems

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

Stantec SWESTrans

Problem Theme	Transport Problem
Integration of travel between modes	I cannot realistically take a bus to catch the train
	I have to buy two tickets to travel by bus and rail
	Integration between my local bus and train services is poor
	Integration between buses and ferries at Cairnryan is poor
	Switching between modes is difficult for me due to disability
Journey information	I do not know if my bus is going to be on time
Journey quality	I am exposed to weather at bus stops
	Travelling by bus does not feel like a high-quality experience
Journey times	It takes a long time to travel by bus, particularly compared to travel by car
	I have to change buses or between bus and train which makes my journey long
Journey time reliability	Journey times by bus are not reliable
	The bus is sometimes late to arrive, and I have a longer wait at the stop
Lack of awareness of travel options	I am not aware of the bus services available
Personal Accessibility	I find it difficult to, or am unable to travel on the bus due to a disability
Personal security	I do not feel secure travelling on the bus
	I do not feel secure waiting at bus stops
Travel safety	The walking route to my bus stop does not feel safe
Comfort	I do not find bus travel comfortable
Connectivity and network coverage	There are no bus services where I live
	There are bus services but they do not go where I want to go
Integration between services	I have to change buses to get where I want to go
	I have to buy two tickets to travel by different bus operators
	Integration between my local and long-distance bus is poor
Service reliability	The bus sometimes does not show up
	The school bus sometimes doesn't show up
Timetables	The bus service is not frequent enough
	There is no bus at the time I want to travel
	I can't travel by bus for a regular working day

Stantec   SWESTrans

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

Problem Theme	Transport Problem
	The cost of using a taxi is too high for me
Fuel / power issues	I can't charge an electric vehicle
	I have no alternative but to use petrol / diesel vehicles
Integration of travel between modes	I cannot park easily and regularly at the stations I want to use
	It is not convenient to switch freight between road and rail
Journey information	I do not know if there are incidents on the road when I set off
Journey quality	I can't park where I want to park
	I find the quality of the road surfaces poor
	I do not think there are enough rest areas on the roads I use
Journey times	Journey times by road are long across the region with low average speeds
Journey time reliability	Journey times by road are variable even when there are no incidents
	Journey times by road can be longer when there is an incident / road works that require a diversion
Personal accessibility	I am unable to access taxi services due to disability
Personal security	I don't feel secure travelling by taxi
Travel safety	I am concerned about the risk of road accidents
	I find driving on the region's roads intimidating
Connectivity and network coverage	There is a lack of taxis where I live / want to travel
Non-User Problems	
-	The operation and development of the region's transport networks impacts or may impact on biodiversity, geodiversity, flora & fauna, soil, water, cultural heritage, and landscape
-	Traffic is a blight on my home / work / local community
-	Development patterns can lead to car dependency
-	People may feel they cannot rely on my local bus service in the long term

These transport problems were then used as the foundation for the development of Strategy Objectives and for a series of RTS Themes that provide the structure of the strategy. These RTS Themes were also used for the purposes of option development and appraisal to ensure that these processes were closely related to the strategy itself.

Vision & Strategy Objectives

SWestrans Regional Transport Strategy

Consultation Draft

4   Vision & Strategy Objectives

4.1   Vision

4.1.1   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.

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

4.2 Strategy Objectives

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

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

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

4.2.2 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 / training, educational and social / leisure opportunities provided by improved connectivity
- 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
- Support to delivery of 20-minute neighbourhoods

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

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

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

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

- People making long-term decisions around public transport usage reflecting a greater confidence in the permanence and reliability of the services

- Reductions in car travel as people switch from car to the higher quality public transport, reducing emissions (carbon and pollutants), reducing noise etc.

Strategy Objective 3 – To widen access to, and improve connectivity by public transport within and to / from the region
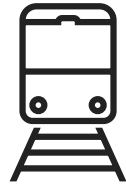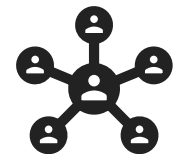
4.2.5   This strategy objective encompasses **sub-objectives** covering:

- 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

4.2.6   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
- Improved health and wellbeing
- Increased tourism
- People taking advantage of new employment / training, educational and social / leisure opportunities provided by improved connectivity
- Reductions in car travel as people switch from car to public transport, reducing emissions (carbon and pollutants), reducing noise etc.

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

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

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

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

4.2.8   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
- Reductions in car travel as people switch from car to public transport in full or in part, improving air quality, reducing noise etc.

Strategy Objective 5 – To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan

4.2.9   This strategy objective encompasses **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

4.2.10   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
- Supply chain efficiencies – Cairnryan and other traffic
- Will address perceptions of peripherality which will boost tourism, business investment and in-migration

- Reduced personal injury accidents (number and severity)

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

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

- Decarbonisation of the transport system
- Traffic reduction
- Reduced effect on communities affected by through traffic
- The delivery of transport projects in a more sustainable way in terms of the physical environment
- Protect and enhance biodiversity and ecosystem services

4.2.12 Meeting this Strategy Objective would lead to the following main **societal 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
- Improved road safety
- 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, reducing emissions (carbon and pollutants), reducing noise etc.

4.3 Links to National Policy

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

Table 4.1 Mapping of Strategy Objectives to NTS priorities

RTS Objective	NTS2 Priorities			
	Reduces inequalities	Takes climate action	Helps deliver inclusive economic growth	Improves our health and wellbeing
To facilitate and encourage safe active travel for all by connecting communities and transport hubs	✓	✓	✓	✓

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

4.4   RTS Themes

4.4.1   Drawing upon the Strategy Objectives a series of RTS Themes have been identified which ultimately form the foundation of the RTS by providing the outline of its structure. These are also closely related to the identified problems set out in Chapter 3. The defined RTS themes are:

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

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

Table 4.2 Mapping of RTS Themes to Strategy Objectives

RTS Theme	To facilitate and encourage safe active travel for all by connecting communities and travel hubs	To improve the quality and sustainability of public transport within, and to / from the region	To widen access to, and improve connectivity by public transport within and to / from the region	To improve integration between all modes of travel and freight within and to / from the region	To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
1 Enabling More Sustainable Development	✓			✓		✓
2 Connecting Our Communities	✓			✓		
3 Transforming Travel in Our Towns	✓	✓			✓	
4 Reducing the Impact of Transport on Our Communities	✓				✓	✓
5 Enhancing Access to Transport Services	✓		✓	✓		
6 Sustainable and Extended Local and Regional Public Transport Connectivity		✓	✓			

RTS Theme	To facilitate and encourage safe active travel for all by connecting communities and travel hubs	To improve the quality and sustainability of public transport within, and to / from the region	To widen access to, and improve connectivity by public transport within and to / from the region	To improve integration between all modes of travel and freight within and to / from the region	To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan	To reduce the impact of transport on the people and environment of the region
7 Improving the Quality and Affordability of Our Public Transport Offer		✓	✓			
8 Supporting Safe, Effective and Resilient Connections to Strategic Sites and Locations				✓	✓	
9 Managing Our Car Traffic	✓	✓	✓			✓
10 Making the Most of New Opportunities		✓	✓	✓		✓

4.4.3   These themes have therefore been used to structure the remainder of the RTS and were also used for the purposes of the options appraisal. This provides a clear linkage between the options appraisal process and strategy itself.

Enabling More Sustainable Development

SWestrans Regional Transport Strategy

Consultation Draft

5 Enabling More Sustainable Development

5.1 Context

5.1.1 Integrating land-use and transport planning is essential to ensure that people can access employment, education, healthcare and other essential services in a sustainable manner. In an area like Dumfries and Galloway, with a dispersed population and service centres, facilitating sustainable access to developments can present additional challenges. Enabling people to choose sustainable travel options for their journeys therefore depends upon two key factors:

- Provision of more sustainable transport and ancillary facilities (e.g. showers, changing areas, etc.) in new developments
- Provision of more sustainable transport and ancillary facilities (e.g. showers, changing areas, etc.) in existing developments

5.1.2 Firstly, this focuses on ensuring that new development is located near to existing services to reduce the need to travel. All new developments should then be constructed in a manner that enables it to be served by more sustainable transport and prevents car dependency from becoming entrenched. This can be achieved by situating developments close to existing or proposed active travel and public transport networks. In addition, the planning process can be used to deliver sustainable transport measures to support new developments through mechanisms such as Section 75 agreements. These might not just be limited to transport infrastructure and could include contributions to supporting new bus services or ancillary on-site facilities such as showers and changing areas to enable people to get ready for work after walking, wheeling or cycling to the development.

5.1.3 It would also incorporate the '20-minute neighbourhood' model which allows people to live, work and learn within 20 minutes of their home using active and public transport modes. This is consistent with living well locally and by designing with this concept in mind, planning focuses on walking, cycling and wheeling rather than car-travel, helping to align spatial planning and transport planning at a local scale. This approach to land-use and transport planning also helps to reduce the need to travel by enabling people to fulfil their needs locally which contributes to reductions in emissions.

5.1.4 Finally, this approach seeks to mitigate and, if possible, eliminate the environmental impacts of any infrastructure projects (e.g., embodied carbon) to reduce environmental impacts of both transport and development.

5.1.5 These concepts should be applied to the major developments proposed for the region as outlined in the Interim Regional Spatial Strategy prepared for the South of Scotland region, which covers the Scottish Borders and Dumfries and Galloway. This is illustrated in Figure 2.5. A key consideration will be the National Development sites at the former Chapelcross Power Station and Stranraer Gateway as identified in the Draft National Planning Framework 4. It will be essential that these are taken forward in tandem with sustainable transport solutions. In particular, these, and other major development sites, should apply an 'infrastructure first' approach that considers the infrastructure needs of development at the outset, makes better use of existing assets first and foremost as well as prioritising low-carbon infrastructure required to support the transition to net zero.

5.1.6 However, some land-use developments have previously been taken forward without giving suitable consideration to how best they can accommodate access by sustainable modes of transport. On this basis, they are often highly dependent on access by car. In these locations it may be necessary to seek to provide new services and infrastructure that make travel by active travel and public transport more viable. This may include working with

existing employers to introduce facilities and measures through workplace Travel Plans. These could be as simple as the provision of on-site changing facilities or may involve measures like secure bike storage.

Case Study: Dumfries and Galloway Royal Infirmary Relocation[4]

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

5.2   Priorities

i.   Sustainably locate new developments to reduce the need to travel first and foremost

ii.   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

iii.   Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate

iv.   The concept of '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes

v.   Transport interventions should be carefully sited and designed to prevent and minimise negative environmental impacts

vi.   New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach

vii.   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

---

[4] Photograph source: File:Dumfries and Galloway Royal Infirmary.jpg - Wikimedia Commons

Connecting Our Communities

SWestrans Regional Transport Strategy

Consultation Draft

6 Connecting Our Communities

6.1 Context

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

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

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

- Road, cycleway and footway resurfacing
- Introduction of new pedestrian and cyclist crossings
- Upgraded pathways to reflect current accessibility guidance
- Removal of unnecessary street furniture

- Improved CCTV and lighting
- Installation of new or enhanced signs on active travel routes
- Accessibility audits of active travel routes to identify the need for the above measures

6.1.3 Alongside this in some instances there will be a requirement for the creation of new active travel routes both within towns and villages and between them as part of the development of a strategic active travel network for the region. This could entail creating new segregated active travel routes for walking, wheeling and cycling through measures such as converting disused railways for active travel. These would be high quality routes intended to be accessible to all for the purposes of functional active travel journeys as well as recreational and health purposes. Where appropriate they should be consistent with Cycling by Design, Designing Streets and other relevant technical guidance.[5] They would link the key settlements within Dumfries and Galloway along with providing routes within them as well, including filling gaps in existing networks. The initial network would draw upon the emerging Active Travel Strategy 2 being developed for the region and illustrated in Figure 6.1. This will be kept under review along with the Active Travel Strategy 2 itself. Furthermore, the South of Scotland Cycling Strategy, has set out a vision for Dumfries and Galloway and the Scottish Borders to make bike the most popular choice for short everyday journeys over the next 10 years.

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

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

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

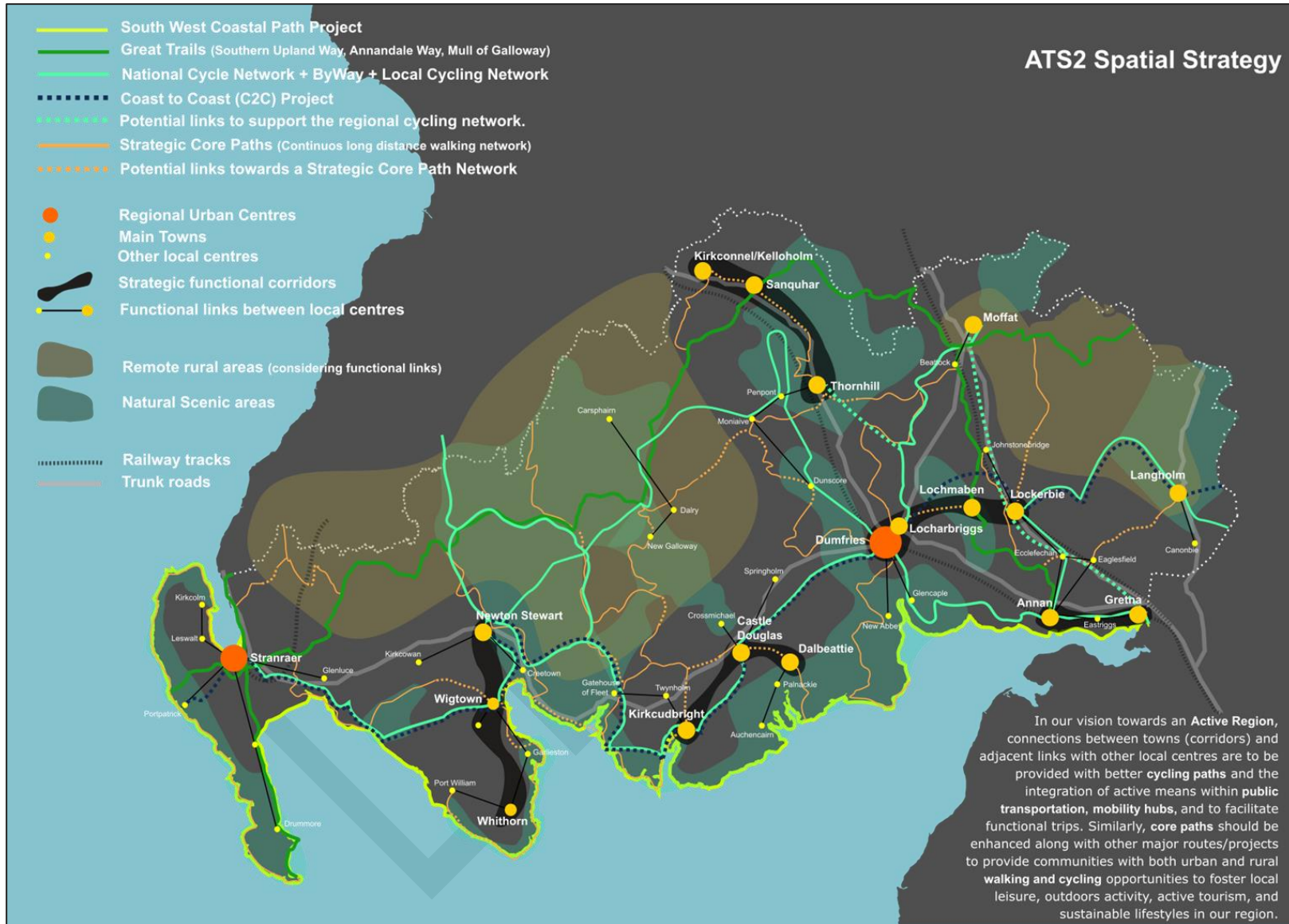[5] Walking and cycling infrastructure design guidance - Sustrans.org.uk

Figure 6.1 Active Travel Spatial Strategy

6.2   Priorities

i. Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate

ii. The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance

iii. An integrated active travel network linking both within and between our settlements will be developed in line with the Active Travel Spatial Strategy

iv. The Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented

v. A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners

vi. Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel

vii. SWestrans will spend at least 50% of its capital budget on active travel

Transforming Travel in Our Towns

SWestrans Regional Transport Strategy

Consultation Draft

7 Transforming Travel in Our Towns

7.1 Context

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

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

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

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

7.1.4 The principal objective of these interventions would be to reduce car dominance in towns and villages across Dumfries and Galloway and to transform the public realm to make it more people focussed instead. Opportunities for roadspace reallocation in urban areas should therefore be sought and taken forward in accordance with the National Transport Strategy 2's sustainable travel hierarchy. The identification of suitable locations for intervention will require detailed analysis of the performance of the transport network in settlements across Dumfries and Galloway and testing to identify the optimum interventions.

7.2 Priorities

i. 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

ii. The National Transport Strategy 2's sustainable travel hierarchy should be applied to reprioritise the road network wherever possible

iii. Detailed analysis should be undertaken to identify suitable locations and interventions for the reallocation of roadspace away from general traffic to active travel and public transport

Reducing the Impact of Transport on Our Communities

SWestrans Regional Transport Strategy

Consultation Draft

8 Reducing the Impact of Transport on Our Communities

8.1 Context

8.1.1 Transport has a range of negative impacts which can blight our local communities by generating noise and vibration, bring severance, impacting on air quality as well as affecting safety and the attractiveness of the public realm as a place to spend time. Several of our settlements are located on the strategic road network and suffer from high levels of through traffic as a result. This includes Crocketford and Springholm on the A75, where there are high volumes of HGVs 24 hours per day to / from the ports at Cairnryan, and Kirkconnel, Sanquhar and Thornhill on the A76, Langholm on the A7 and Lochmaben on the A709. These communities would benefit from bypasses which would enable the reallocation of roadspace to more sustainable modes such as walking, cycling and public transport. In addition, bypasses could also benefit other communities on the A75, A76 and A77 including Dumfries. These would be particularly appropriate where high traffic flows and congestion from through-traffic leads to negative impacts. However, it should be noted that Transport Scotland is responsible for maintaining and implementing enhancements to the Trunk Road network and it would have primary responsibility for delivering upgrades to this network.

8.1.2 Whilst these interventions would help to tackle specific problems in these locations wider measures are necessary to facilitate the decarbonisation of the car, taxi and commercial vehicle fleet in order to mitigate their negative environmental impacts across the region. The transport sector, particularly road transport, is a key contributor to carbon emissions and there is a need to reduce these impacts through measures to encourage transition to Ultra Low Emission Vehicles (ULEVs) and to reduce the need for car ownership. These could include:

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

8.1.3   Furthermore, commercial vehicles comprise up to 35% of vehicles on strategic roads within Dumfries and Galloway.[6] This represents a significant proportion of road traffic leading to emissions, noise and vibration, and other negative impacts on local communities. Mitigation of these impacts can be achieved by the introduction of measures to encourage modal shift from road freight to more sustainable modes of freight transport and, where this isn't possible, to decarbonise the commercial vehicle fleet. In addition to the measures above these could include:

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

8.2   Priorities

i.   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

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

    a.   Electric Vehicle charging points

    b.   Regional Electric Vehicle carsharing

    c.   Grants / loans for Electric / Hybrid vehicles

    d.   Low Emission Zones (LEZs)

    e.   New rail freight hubs

    f.   Alternative fuels e.g. green hydrogen

---

[6] Vehicle composition at Roadside Interview Sites, October 2017

Enhancing Access to Transport Services

SWestrans Regional Transport Strategy

Consultation Draft

9   Enhancing Access to Transport Services

9.1   Context

9.1.1   Providing equal access to transport for all, including vulnerable and minority groups, requires removing both the physical and non-physical barriers to travel. These barriers can create disadvantage, social exclusion, deprivation and are a major contributor towards transport poverty. Removing these barriers is necessary to enable our residents to access essential services like employment, education, healthcare and retail. These barriers are often most acutely felt by our most vulnerable citizens in particular those with protected characteristics including women, elderly and younger people, ethnic minorities, people with mobility impairments or disabilities as well as those on low incomes.

9.1.2   In some instances, accessing public transport services can be challenging because of physical barriers. In addition, the tasks, and experiences inherent in undertaking independent public transport travel can pose challenges for particular groups in society, such as those with autism and cognitive impairments. This results in people either choosing to travel by car or not making journeys at all which in turn can limit their access to employment, education, social opportunities and other key services. Improving the customer experience for such users through enhanced staff training and the provision of a chaperoning service could enable them to make journeys / more journeys and in doing so help improve both economic and social participation, with resultant health, wellbeing and economic benefits.

9.1.3   When information on transport options is unavailable or is of poor quality, it can also lead to people choosing to take their car or not making journeys. Improving journey planning information therefore needs to be a priority to ensure people are aware of the alternatives available to them. Journey planning information should be available in various formats to meet the needs of differing users. These include online and traditional paper as well as braille, large print, and audio for those with sight difficulties. This needs to be supported by high quality wayfinding information on the network itself, so people do not become lost or confused during their journey. Furthermore, travel information can be improved through measures such as extending staffing hours at stations and staffing stations that are currently unstaffed.

9.1.4   It is also important to ensure that timetable information is up to date and, where possible, that real-time information is provided and accessible. This is particularly beneficial if people are not regular users of public transport as it can be difficult to ascertain when a bus or train is coming or where an interchange can best be made. The provision of real time information both at stops and stations as well as on services themselves can help users to understand the timings of services and to allow for seamless interchanges between them.

9.1.5   It will be particularly important to remove barriers to the use of **active travel** within our towns and settlements to help facilitate a modal shift away from car use. To achieve this will require a range of soft measures in addition to the infrastructure investment outlined in Chapter 6. These include:

- Providing additional active travel information online
- Installation of maps and signs along active travel corridors and within towns
- Public awareness campaigns
- Promoting the economic, health and environmental benefits of active travel

- Publication of maps that display accessible routes

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

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

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

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

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

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

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

9.2 Priorities

i. 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

ii. 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

iii. 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

iv. Real Time Passenger Information should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical
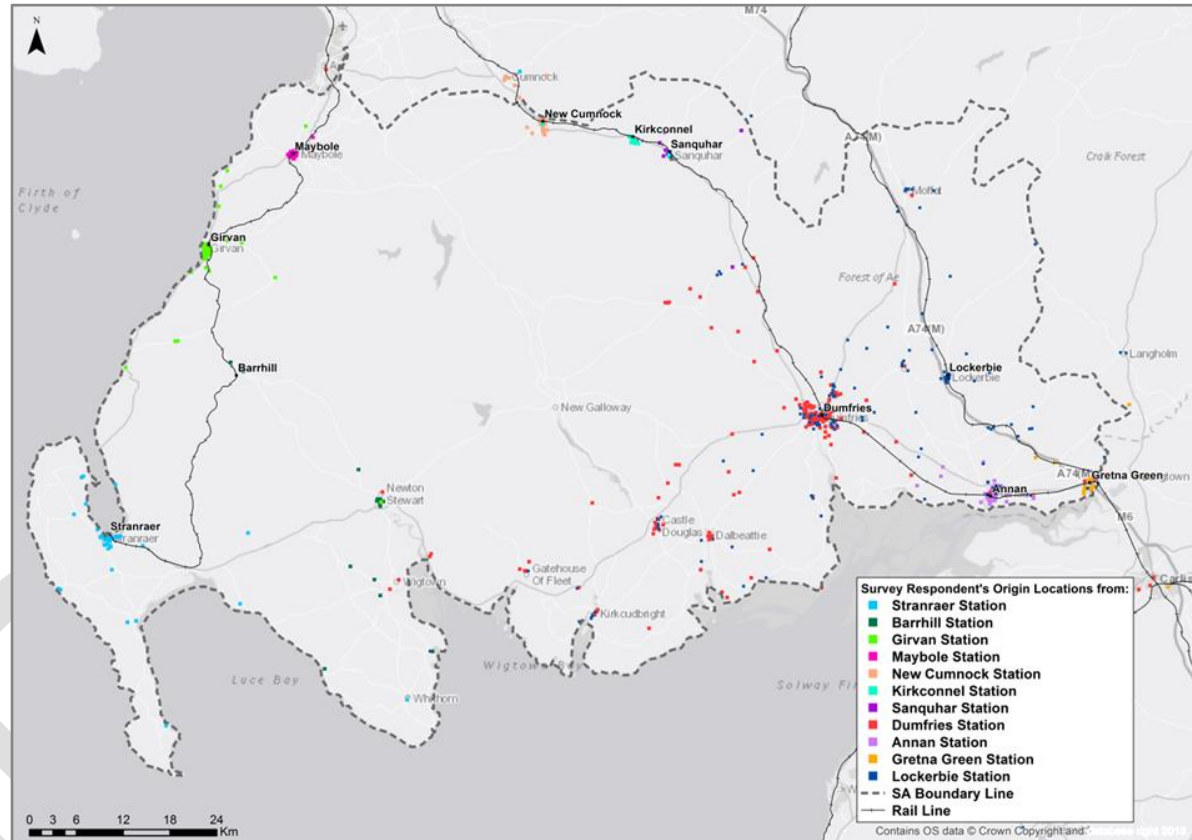

Figure 9.1 Rail Station Catchments in South West Scotland

v.   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

vi.   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

vii.   Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users

viii.   Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward

ix.   The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences

Sustainable and Extended Local and Regional Public Transport Connectivity

SWestrans Regional Transport Strategy

Consultation Draft

10 Sustainable and Extended Local and Regional Public Transport Connectivity

10.1 Context

10.1.1 Extending the geographical coverage of services and stops / stations on the public transport network offers the potential to allow people to make new journeys and encourage modal shift to reduce car dependency across the region. Bus services are provided by a mix of commercial routes and supported routes with a significant proportion of bus services being subsidised by SWestrans. On this basis SWestrans has the ability to influence which services operate in the region along with changes to the bus network although these must be delivered through a combination of commercial operators and SWestrans.

Bus Network

10.1.2 The current bus routes and timetables are constrained by the dispersed population and the associated challenges of providing an attractive service that is also deliverable and cost effective. Currently 55% of bus services in Dumfries and Galloway require public subsidy as illustrated in Figure 10.1. All services west of Castle Douglas are therefore supported. As such, there may be opportunities to reconfigure routes and timings of services in some instances to increase usage or deliver better value for the same level of public investment. This could be achieved by reviewing, amending, and rationalising local and express services with the aim of
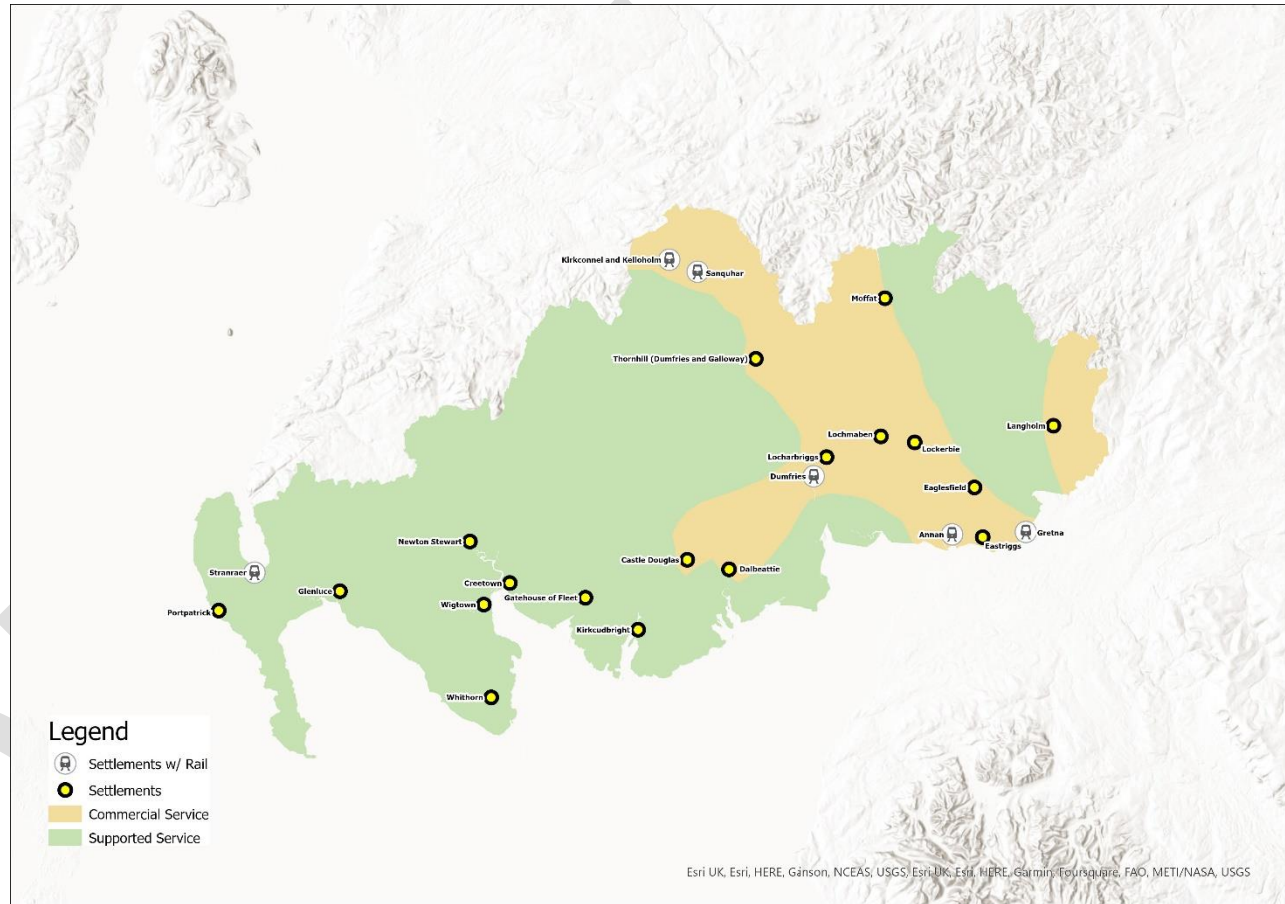

Figure 10.1 Subsidised Bus Network in Dumfries and Galloway

increasing connectivity across the region in a cost-effective manner whilst still ensuring people can access essential services such as healthcare, employment and education. Measures to deliver more efficient and effective subsidised bus services include:

- Rationalised bus services in key corridors
- Amended bus routes to incorporate underserved locations
- Splitting or consolidation of bus routes

- Creating bus route variants
- Increasing Sunday bus route coverage
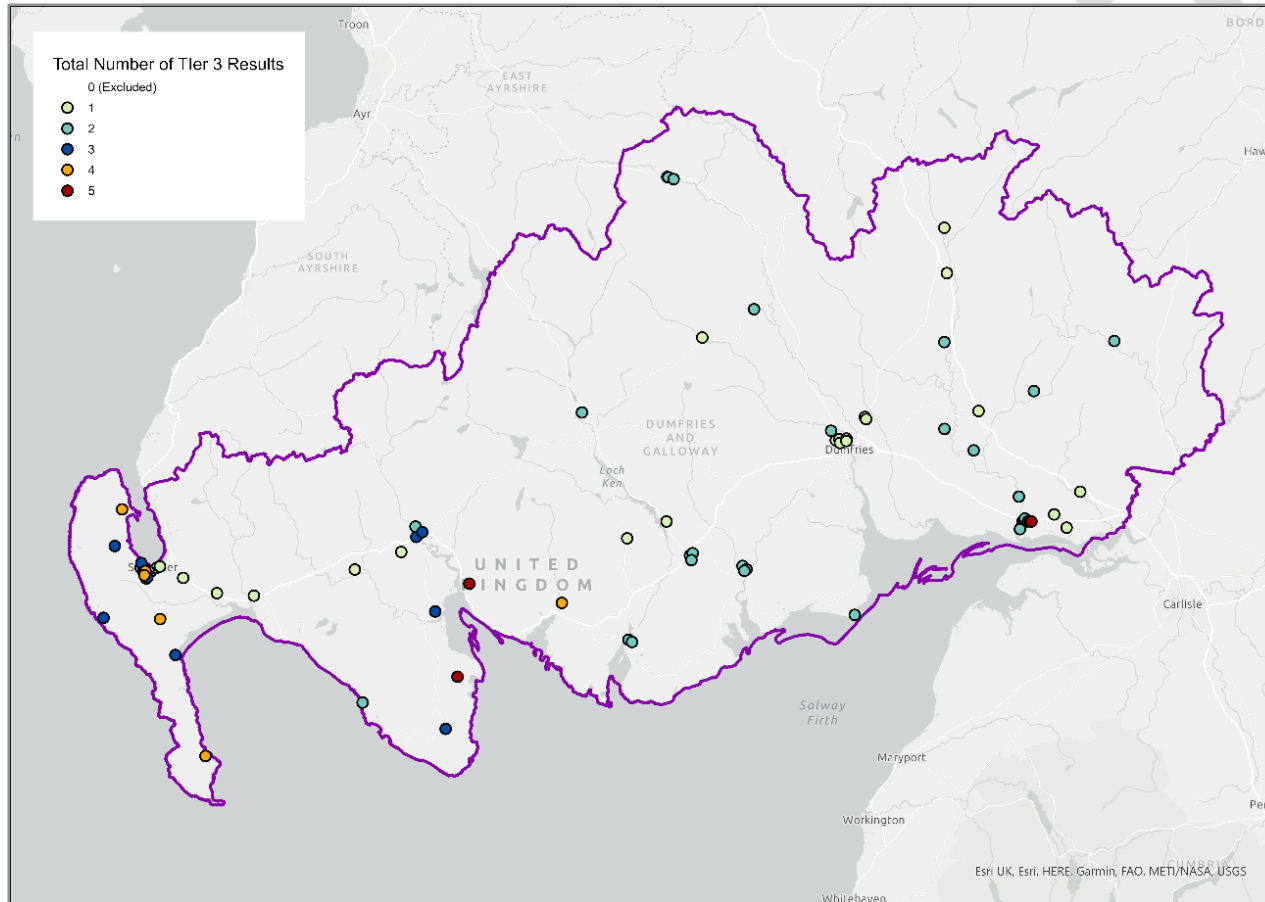- Increasing evening bus route coverage

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

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

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

10.1.5 However, the delivery of an enhanced bus network will be challenging in the face of declining bus passenger numbers, increasing costs and greater pressures on bus subsidies. This is illustrated in Figure 10.3 which shows how the cost of operating subsidised bus services in Dumfries and Galloway has changed over time and the noticeable impact of the pandemic which has driven the cost up when, broadly, they had been steady prior to that. Any improvements to the network will consequently be dependent upon maximising the efficiency of the existing operations.

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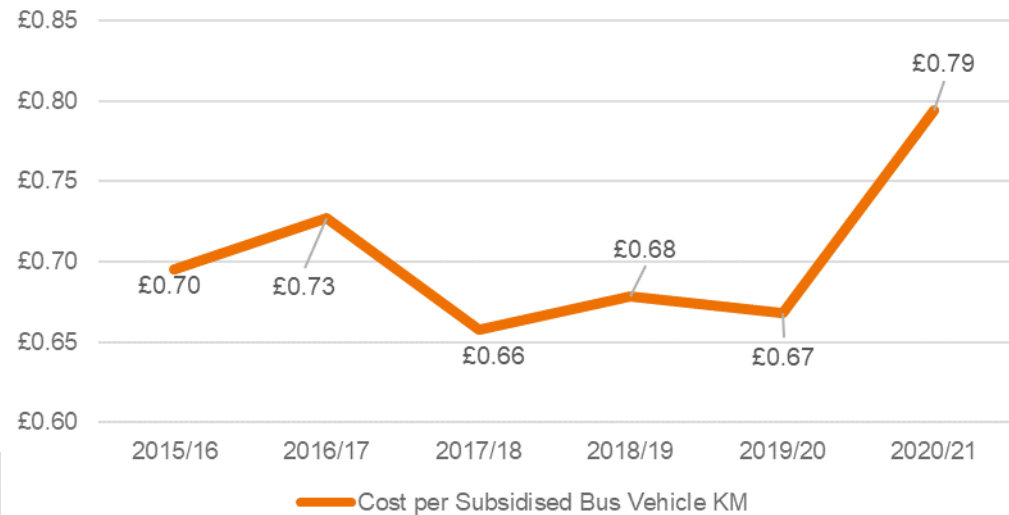

Figure 10.3 Cost per Subsidised Bus Vehicle KM in Dumfries and Galloway

- **Tier 1 – Community Level Provision:** made up of a number of tailored and flexible services providing travel opportunities at community level linking directly to amenities / services or to a more structured / timetabled public transport option. This tier will take the learning and structures developed through the Community Transport Public Social Partnership (PSP) and expand across the region. This 'mainstreaming' of the PSP learnings will be a critical building block for the delivery of needs-based transport.
- **Tier 2 – Supported Local Bus and Community Transport Services:** made up of supported bus services provided by bus operators, DGC Buses and Community Transport. This would include fixed or semi-fixed bus routes along with Demand Responsive Transport services that would either complement the current supported routes or be an alternative to these routes. One of the major aims of Tier 2 services would be to increase patronage of Tier 3 services through the development of Hub and Spoke feeder services to assist with the overall sustainability of commercial routes.
- **Tier 3 – Commercial Local Bus and Rail Services:** made up of commercial bus routes and ScotRail services. They would operate on the main corridors where there is high passenger demand for these services. Tier 3 services would be operated, in the main, by the commercial bus sector and Train Operating Companies.

10.1.7 This will be achieved through utilisation analysis of current public transport, mapping of demand 'drivers' (e.g., work, health and education locations) and development of area-based solutions including options for a bus station in Dumfries. At present, Dumfries does not have a dedicated bus station and services terminate at various locations across the town. A dedicated bus station within Dumfries would improve connections between services and enhance the overall journey experience making public transport more competitive with car. The new model will also provide opportunities to investigate the increased integration of bus and bike by providing services with the capability to carry bikes onboard.

10.1.8 Alongside this a network of mobility hubs will be developed across Dumfries and Galloway. Introducing new or improved intermodal facilities allows people to seamlessly move across the region using a variety of transport modes. Mobility hubs bring together public transport stops for buses and trains with a range of other modes and facilities such as bike sharing, car clubs, e-scooters, electric vehicle charging points, bike racks / lockers and taxi stances as well as non-transport facilities like parcel storage lockers, drinking fountains and phone charging points. Mobility hubs contribute to the '20-minute neighbourhood model' allowing people to live, work and learn within a 20-minute walk of their home. Additionally, mobility hubs have been identified as a strategic priority of the Scottish Government.

10.1.9 It is intended that the new model will also bring together the learning from the pilot schemes operated under the Social and Community Transport Public Social Partnership which has been developed locally in partnership with Third Sector Dumfries and Galloway, community transport operators and NHS Dumfries and Galloway. Achieving a fully integrated, co-ordinated and sustainable public transport network will require the development of a partnership between Dumfries and Galloway Council, SWestrans, the commercial bus sector, community transport, local communities and the NHS.

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

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

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

There were a number of steps in the re-design of the service:

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

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

10.1.10 The Council's bus fleet (DGC Buses) is a key element of future public transport delivery. A series of options for the future role of DGC Buses have been considered with it being identified that a partnership approach is the most effective one. The Transport (Scotland) Act 2019 enabled the establishment of Bus Service Improvement Partnerships (BSIPs). These involve local transport authorities formulating a plan with the bus operators in their area and then deciding on how best to implement it through supporting schemes. The creation of a BSIP in Dumfries and Galloway will entail DGC Buses working in partnership with the commercial sector, community transport and NHS Dumfries and Galloway to develop and deliver transport solutions. It will ensure that where the private sector bus industry does things best, and in the most cost-effective way, this will continue. However, where other bus assets (DGC Buses or operators) are being underutilised, a coordinated partnership approach to service delivery will be developed to maximise usage whilst working alongside commercial services to deliver a more sustainable network. Where no service exists, demand responsive transport (DRT) solutions will be developed and operated by third sector community transport operators, DGC Buses and the community.

10.1.11 DRT can be beneficial in areas where there is a lack of public transport provision at times of the day or days of the week, or where public transport services are not catering for people with specific requirements such as those that require additional assistance (e.g., disabled or elderly people). For example, the provision of DRT services in the evenings or other off-peak times may be possible where fixed route services may not be feasible. Furthermore, DRT and community transport can help transport suppliers that are operating with spare capacity to maximise the utilisation of their services. In some instances, they may replace fixed route public transport whereas in others it may augment it, but this would be determined in line with the needs-based approach outlined previously and as part of the overall three tier hierarchy to ensure an integrated network.

10.1.12 Furthermore, work will continue to be undertaken to develop a business case for DGC Buses to become a Passenger Service Vehicle (PSV) Operator as a prudent step should an operator of last resort be needed. This would then enable DGC Buses, in whatever entity it takes, to provide local bus services on behalf of SWestrans if commercial bus services cease to operate.

Rail Network

10.1.13 A number of organisations are responsible for managing and enhancing the rail network and services in the region. Network Rail is responsible for maintaining and upgrading the railway network whilst ScotRail provide the majority of services in Scotland, although long-distance services on the West Coast Main Line are provided by other operators. Transport Scotland specify the ScotRail franchise and fund infrastructure enhancements which are delivered by Network Rail. These varying organisations, collectively known as Scotland's Railway, would consequently have primary responsibility for delivering amendments to the rail network or services in the region.

10.1.14 There are several stations within Dumfries and Galloway which have a poor rail service for various reasons. These include late starting first services, limited evening services and poor frequency throughout the day. Furthermore, the problems can be more acute at weekends. Key issues include:

- Stranraer is poorly served throughout the week with a limited number of services each day
- Services on the GSWL between Glasgow and Dumfries have gaps of up to two hours during the day
- There are limited services between Glasgow and Carlisle and from Carlisle beyond Dumfries
- Sunday frequencies are poor at Lockerbie and on the GSWL between Glasgow and Carlisle
- The journey time to Glasgow is far faster from Lockerbie (1 hour) than from Dumfries (1 hour 50 minutes)
- However, Lockerbie is well served by rail which leads to people driving from across the region to access the station

10.1.15 Improving the rail connectivity to the stations that have a poor service at these times would improve connections to economic, leisure and some health and community facilities by rail services. However, increasing the frequency of existing services will require close coordination with key stakeholders including ScotRail and Transport Scotland. In addition, a local service on the WCML between Carlisle and Edinburgh / Glasgow should be pursued.

10.1.16 Consideration should also be given to railway network upgrades to decrease journey times and increase capacity. This can benefit both passenger and freight services creating more efficiency and enabling more services to operate. The infrastructure in some areas is controlled through older semaphore signalling which can limit line speeds and capacity on the rail line, and its replacement with more modern signals offers potential for more efficient operation of the network. Furthermore, capacity and line speeds could be enhanced by the implementation of measures such as additional passing loops and upgrades to track geometry at key locations. The railway network within Dumfries and Galloway is mainly singletrack with limited passing loops and poor resilience to adverse weather conditions. Network upgrades could also therefore increase network resilience and reliability. Opportunities should also be explored to quadruple track the West Coast Main Line (WCML) through Lockerbie to enable long-distance services to overtake stopping services.

10.1.17 There are also issues with adequate train crew staffing, leading to service cancelations in some instances. An increase in locally situated train crews could therefore provide additional resilience to staffing related service issues.

10.1.18 Analysis has identified the potential benefits of reopening stations at Beattock on the WCML, and Eastriggs and Thornhill on the GSWL. They would provide direct rail connectivity for local residents and would reduce overall travel times. SWestrans will continue to support the delivery of these stations along with any others that demonstrate a strong business case and will pursue their delivery with industry partners.

10.1.19 In addition, the Draft National Planning Framework 4 has acknowledged the potential requirement to relocate the station at Stranraer. The current station is on the pier where ferries to Northern Ireland departed from before relocating to new ports on Loch Ryan. As the station is located on the pier, users must walk from the town onto the derelict and unused pier to access train services and there is poor linkage with the town itself. On this basis there is a strong case for relocating the station into the town to provide easier and less intimidating access for train users, and better integrate it with the rest of the town centre.

10.1.20 Consideration should also be given to reinstating the Castle Douglas and Dumfries railway which ran between Dumfries and Stranraer allowing residents along the line to access connecting services at Carlisle on the WCML. The line was closed during the 1965 Beeching closures, with the tracks and supporting infrastructure removed. At present the only public transport option along the route is by bus. Reopening the railway line between Dumfries and Stranraer along a similar route to the previous one would provide a sustainable alternative to the A75 enabling modal shift. In addition, there is also scope to deliver an extension to the Borders railway from Tweedbank serving Langholm and terminating at Carlisle which could provide wider connectivity across the region. Each of these are dependent upon business case development which would also determine the most appropriate locations for new stations. The development of new rail lines like these provides an opportunity to move both people and freight from road to rail leading to less emissions and a reduction in the other negative impacts associated with high traffic flows.

10.1.21 Where heavy rail is not feasible there may be potential to provide lighter forms of rail which require less rigorous technical design standards and can therefore be more affordable and deliverable in some instances. These should be investigated as appropriate as a potential means of providing fixed public transport links in Dumfries and Galloway if heavy rail is deemed impractical or unaffordable.

10.2 Priorities

i. SWestrans and its partners will work to deliver a new public transport model based around a needs-based approach applying a three tier framework as follows:

    a. Tier 1 – Community Level Provision

    b. Tier 2 – Supported Local Bus and Community Transport Services

    c. Tier 3 – Commercial Local Bus and Rail Services

ii. 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

iii. Where no bus service exists, demand responsive transport (DRT) solutions will be developed and operated by third sector community transport operators, DGC Buses and the community

iv. 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

v. 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

vi. Opportunities to increase the carriage of bikes on buses will be explored

vii. A network of mobility hubs should be developed and implemented across Dumfries and Galloway

viii. 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

ix. Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland

x. Opportunities should be investigated to run a local service on the WCML between Carlisle and Edinburgh / Glasgow

xi. 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

xii. Opportunities should be explored to quadruple track the West Coast Main Line (WCML) through Lockerbie and at other appropriate locations

xiii. The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues

xiv. The reopening of stations at Beattock on the WCML, and Eastriggs and Thornhill on the GSWL is supported and their delivery will be pursued with industry partners

xv. The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre

xvi. 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

xvii. Lighter rail solutions should be explored as an alternative to heavy rail where it may provide a more practical or affordable solution for fixed public transport links

Improving the Quality of Our Public Transport Offer

SWestrans Regional Transport Strategy

Consultation Draft

11 Improving the Quality and Affordability of Our Public Transport Offer

11.1 Context

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

Affordability for All

11.1.2 In order to provide a viable alternative to car, the public transport system should be affordable for all. Bus fares are set by operators whilst ScotRail fares are set by Transport Scotland. Journeys that involve multiple modes or operators can also lead to several different fares. There is consequently a need to deliver solutions to make fares more affordable wherever possible.

11.1.3 There are currently multiple bus concessionary schemes in place within the region, including the national under 22 bus pass and over 60 / disabled concessionary pass which entitles each group to free bus travel through the National Entitlement Card. One option to make public transport more affordable would be to expand the eligibility of these current schemes or to create new concessionary schemes to allow more users access to reduced / no fare journeys. This could include increasing the number of people entitled to a companion or expanding the existing Dumfries and Galloway Council Taxicard Scheme. However, any changes to national schemes could require the agreement of the Scottish Government to be delivered. In addition, further promotion of the existing schemes could help to ensure that all those that are eligible for free bus travel are aware of and able to take advantage of these options.

11.1.4 Furthermore, these concessionary travel schemes (other than the national Blind Scheme) don't include rail which means it is often not an affordable option for young and elderly travellers and those with socio-economic disadvantage who are often amongst the most vulnerable groups who can least afford to pay. Expansion of the concessionary travel schemes to cover rail would help to enable more users to access affordable rail travel. Alternatively, new concessionary travel schemes could be established at a national or regional level targeted at low-income users although this would require ongoing funding and the support of partners for delivery.

11.1.5 There are also inequalities in the rail fare regime across the region as illustrated by the fare disparities between Dumfries and Lockerbie as well as Kirkconnel and New Cumnock set out in Table 11.1. The introduction of new rail fare structures could remove inequalities like these and ensure that journeys to similar destinations incur similar costs which are affordable for all users. This could potentially be achieved through extension of the Strathclyde Partnership for Transport (SPT) fare zone, which provides discounted rail travel within the SPT area, to include Dumfries and Galloway or by the creation of a new fare zone specifically for the region. The impact of the SPT fare zone can be seen on the Kirkconnel and New Cumnock ticket prices with the two towns being located near to each other but the former being in Dumfries and Galloway and the latter in the SPT area. Delivery of changes to fare zones will require close working with rail industry partners.

Table 11.1 Peak time single rail fares [7]

	Glasgow	Edinburgh
Dumfries	£19.10	£84.20[8]
Lockerbie	£14.20	£21.50

	Glasgow
Kirkconnel	£15.60
New Cumnock	£9.80

Enhancing Ticketing & Seamless Journeys

11.1.6 Closely related to affordability is the need for integrated ticketing to make journeys as seamless as possible, and to provide discounts on multi-modal travel. This needs to build upon and better **promote existing schemes** such as PlusBus and Rail and Sail which already provide integrated ticketing between bus, rail and ferry within the region. There is a need to enable the purchasing of integrated tickets on buses. In addition, there are more opportunities to explore integrated ticketing between bus or rail and services to Northern Ireland from Loch Ryan.

11.1.7 The majority of public transport within Dumfries and Galloway is provided by **bus**. Creating a new or enhancing existing bus season tickets could help enable seamless transfers between services and improve the ease with which it is possible to travel around Dumfries and Galloway by bus without purchasing multiple different, expensive tickets. Any enhanced bus season ticket solution should allow users to purchase travel for a set number of days or journeys across multiple operators as part of a wider integrated ticketing solution for the region. In particular, they should enable travel on services provided by smaller operators who currently do not offer season tickets.

11.1.8 Furthermore, there is also scope to improve **multi-modal connections between bus, train and ferry**. Currently, transfers between bus, train and ferry services range from full integration, where a bus arrives at a train station, to difficult such as connecting between rail and ferry in Stranraer. Improving connections between different modes of transport by reducing the distance between connecting modes and coordinating the timing of connecting services offers the potential to provide enhanced integration which, when combined with integrated ticketing, enables seamless transfers. This could be achieved through new, relocated or retimed bus services that tie in with train and ferry links.

Infrastructure Enhancements

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

---

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

[8] Via Carlisle

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

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

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

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

Improving the Fleet

11.1.14 Many of the buses currently serving Dumfries and Galloway are near the end of their operational life and consequently create higher levels of emissions due to their older engines. The ongoing replacement of these vehicles with low emission buses (such as Electric Vehicles, Plug-in Hybrid Electric Vehicles, Hydrogen or Natural Gas) would substantially reduce CO_2 emissions as well as improving the quality and comfort onboard. New buses would also include measures to improve accessibility for all users, including deployable ramps and kneeling capabilities. The upgrade of the fleet will be taken forward though partnership working as outlined in Chapter 10.

11.1.15 Most of the rail services within Dumfries and Galloway are operated by the Class 15X Diesel Multiple Unit (DMU) fleet of rolling stock. The majority were built in the late 1980s to 1990s. The fleet has undergone upgrades to improve the interior, but it is near the end of its service life. The current trains were not
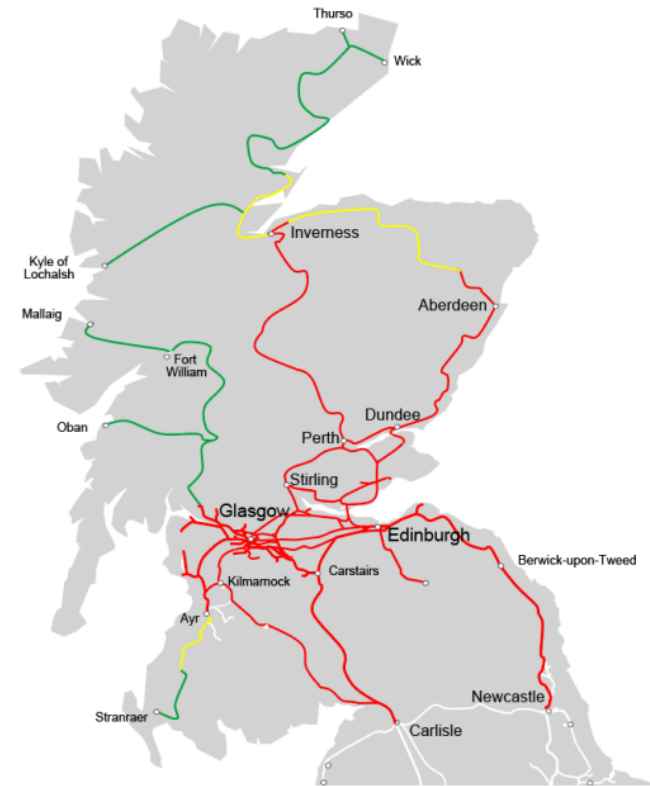
Map of decarbonised rail network in Scotland, 2035

The maps in this document show the rail network in Scotland; as there are no rail lines on the islands they are not shown.

Electrified network (some 1,616 kilometres (single track kilometres) to be electrified, sections of route could potentially include discontinuous electrification) and the electrification of some freight only lines may be subject to review

Alternative traction - transition solution (e.g. partial electrification and/or the use of alternative technology prior to electrification)

Alternative traction - permanent solution (i.e. the use of battery or alternative traction)

Figure 11.1 Decarbonised Rail Network in Scotland, 2035 (Transport Scotland)

constructed to current accessibility standards or have spaces for bikes, which in some cases has required retrofitting. The replacement of the current rolling stock with alternative traction such as hydrogen or battery power would not only provide a reduction in emissions but also enable a step change in the quality of customer experience. In particular, access for disabled and vulnerable users would be greatly enhanced. Alternatively, if the GSWL to Stranraer is electrified, then the rolling stock could be replaced by Electric Multiple Units (EMU). New rolling stock could also be provided with areas onboard to facilitate the carriage of bikes allowing for multi-modal journeys.

11.2 Priorities

i.   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

ii. Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel

iii. 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

iv. Integrated ticketing solutions should build upon and better promote existing schemes such as PlusBus and Rail and Sail as well as seeking new opportunities to deliver integrated ticketing measures for bus, rail and ferry in the region

v.   Improving links between different modes of transport by reducing the distance between connecting modes and coordinating the timing of services should be taken forward as a priority wherever possible

vi. Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users

vii. Support the decarbonisation of the rail network in Dumfries and Galloway and explore along with rail industry partners opportunities to electrify the line south of Ayr to provide greater scope for through services and to accommodate increased demand from a relocated Stranraer station

viii. The replacement of the bus fleet with low emission vehicles will be taken forward in conjunction with partners

ix. Replacement of rail rolling stock should be taken forward considering proposals for electrification of parts of the network in the region with the appropriate traction being based upon this and giving due consideration for the need to enhance the quality, accessibility and standard of rolling stock serving Dumfries and Galloway

x.   Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured

Supporting Safe and Effective Connections to Loch Ryan and Other Strategic Sites

SWestrans Regional Transport Strategy

Consultation Draft

12 Supporting Safe and Effective Connections to Loch Ryan and Other Strategic Sites

12.1 Context

12.1.1 Delivering enhancements to the strategic transport network that provide links to key economic destinations, gateways and development locations will be essential to increase efficiency and the economic competitiveness of the region. In particular, links to the strategic ports at Loch Ryan are of significance.

12.1.2 Lockerbie acts as a regional access point to the national rail network due to the long-distance services that serve the station, and the cheaper fares available from it to Edinburgh and Glasgow (see Table 11.1). Increasing the connectivity to Lockerbie station by a variety of modes of transport is consequently of strategic importance to the region. This could be achieved through offerings such as improved bus services, enhanced active travel links and increased parking capacity.

12.1.3 Several key routes throughout the region including the A7, A75, A76, A77 and A709 all see significant traffic flows and HGV usage due in part to the location of ports at Loch Ryan, and the large timber industry within the region. This can cause significant delays for road users due to the single carriageway status of these roads and the reduced speed of HGVs. Whilst there is a need to reduce

reliance on roads-based transport, the importance of these strategic linkages and rural nature of the region mean that it will still be essential to deliver enhancements to the existing strategic road network to make it safer and decrease journey times. This could involve measures such as:

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

12.1.4 Linked to this, diversionary routes for the A7, A75, A76, A77 and A709 routes are inadequate. Upgrading these routes is therefore also of critical importance to reduce diversionary route journey times by upgrading existing routes to cope with additional traffic and offering more direct diversionary routes where possible.

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

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

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

12.1.7 Road safety can be further improved by the implementation of interventions including average speed cameras on strategic routes where excessive speeds have been identified as a problem, the creation of 20mph zones in towns and villages as well as the installation of appropriate traffic calming and management measures.

12.1.8 Ensuring road safety and access to strategic locations also includes maintaining the network to a high standard. Dumfries and Galloway had 12% of its road network classified as condition 'red' and 35% as condition 'amber' by the Scottish Road Maintenance Condition Survey in 2020/21. These are

amongst the highest figures of any local authority in Scotland. As such, there is a need to improve the quality of the road network through an enhanced programme of resurfacing in Dumfries and Galloway initially prioritising segments of road that have poor surfacing on major routes. Alongside this there is a need to enhance the surfacing of cycleways and footways within Dumfries and Galloway to encourage people to use active travel where practical.

12.1.9 At present, there are a limited amount of dedicated HGV and motorhome parking areas on the strategic road network. This causes HGVs and motorhomes to park in laybys when drivers are required to rest, blocking parking spaces for other users, and creating hazards by removing safe stopping points. In addition, it can cause people to drive for longer than they should without a break which also creates safety concerns. The creation of additional dedicated rest areas and motorhome park-ups across the region would enable HGV drivers to get sufficient rest and potential opportunities for new locations should be explored and implemented as appropriate.

12.2 Priorities

i.   Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region

ii.   Enhancements to the strategic road network including the A7, A75, A76, A77 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region

iii. Opportunities should be sought to shift goods from HGVs onto the rail network by the creation of new rail freight hubs including the potential for the creation of an intermodal freight hub at Cairnryan / Stranraer

iv.   Junction improvements should be taken forward at locations of collision clusters

v.   Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users

vi.   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

vii. Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate

Managing Our Car Traffic

SWestrans Regional Transport Strategy

Consultation Draft

13 Managing Our Car Traffic

13.1 Context

13.1.1 Whilst there will always be a degree of car dependency within the region given its rural nature it is still essential that we make our contribution to reducing car dependency and contributing to the Scottish Government's target to reduce car km by 20% by 2030 whilst reflecting the regional circumstances. Whilst a rural area like Dumfries and Galloway may not make as significant a contribution to the national target as more urban parts of the country measures will still be required to reduce our car dependency. One way to achieve this will be to cut down on the number of single occupancy car journeys. This can be facilitated through the use of shared mobility as outlined in Chapter 14 along with the new three tier public transport model outlined in Chapter 10. In 2018, 41% of employed adults over 16 that travelled to work by car or van stated that they could use public transport instead highlighting the potential for modal shift.[9] Furthermore, for local journeys active travel will play a prominent role in reducing car use. Digital connectivity can also play a prominent role in reducing the need to travel by enabling home working for some, home shopping, etc. although this requires the roll out of suitable broadband infrastructure to enable it.

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

13.1.3 Measures to reduce traffic and the impacts of traffic can have beneficial impacts for other transport users including people walking, wheeling and cycling. High volumes of fast-moving vehicles can increase the actual and perceived danger when crossing roads which discourages residents from walking, wheeling and cycling to local destinations. This increases car usage and perpetuates car dependency and inequalities. Reducing traffic to make towns and urban areas more attractive environments for active travel therefore makes these modes even more attractive and can be achieved through measures such as the introduction of Low Traffic Neighbourhoods.

---

[9] Scottish Household Survey Transport and Travel in Scotland 2019 Local Authority Tables – Table 2

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

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

13.1.5 Any demand management and parking measures implemented will be applied proportionately, taking into account the rural nature of the region and will be subject to statutory impact assessments to ensure a 'just transition' and the needs of key equalities groups. This will reflect the needs of local communities alongside the wider aspirations of the RTS to reduce emissions and the region's contribution to climate change and the wider adverse impacts of road traffic on health and liveability of neighbourhoods.

13.2 Priorities

i. Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to reduce car km by 20% by 2030 reflecting the regional circumstances

ii. 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

iii. Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region

Making the Most of New Opportunities

SWestrans Regional Transport Strategy

Consultation Draft

14 Making the Most of New Opportunities

14.1 Context

14.1.1 Transport is currently undergoing a period of significant technical innovation and change as automation and digital technology begin to present significant opportunities to change how we travel in the future. Capitalising on these opportunities will depend upon making the most of beneficial new technologies.

14.1.2 In particular, technological innovation presents an opportunity to travel smarter and to offer a personalised travel service based on user preferences. Many of these innovations can be collectively drawn together under the umbrella of Mobility as a Service (MaaS) which, through integration, offers potential to enable faster, more efficient, more sustainable, and less expensive travel. MaaS enables users to plan, book, and pay for multiple types of mobility services through one digital platform. It envisages users buying transport services (including public transport, car usage, access to active travel, taxi, demand responsive transport, etc.) as packages based on their needs instead of buying the means of transport itself. This enables seamless journeys and for the traditional ownership model to be broken.

14.1.3 The implementation of a MaaS system within Dumfries and Galloway offers potential to reduce disparities of access and could be closely integrated with the provision of the new public transport model described in Chapter 10. However, given its early stage of development there is still uncertainty around how MaaS will be implemented with an associated requirement for public sector bodies like MaaS Scotland to guide and shape its roll out to ensure effective delivery and equality of access.

Case Study: Hannover Mobility as a Service

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

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

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

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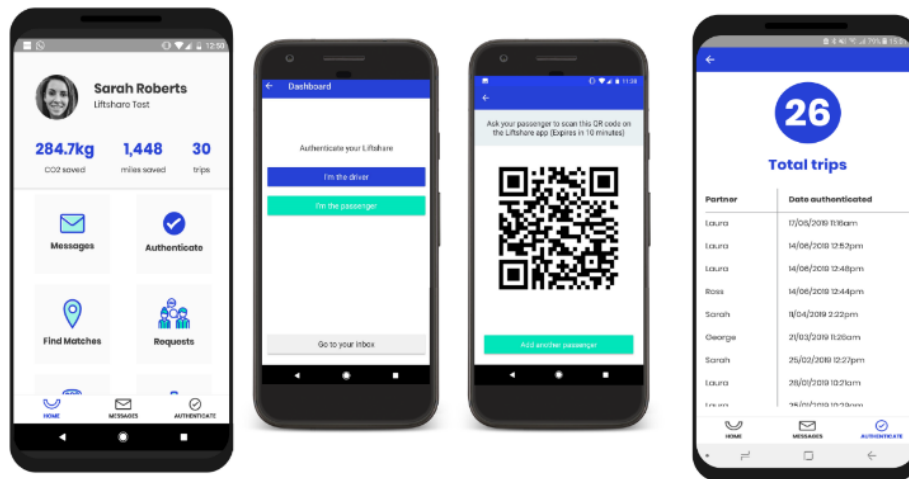
Case Study: DG Tripshare

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

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

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

14.1.6   Alongside shared mobility there are also opportunities to capitalise upon the growth of micro mobility. This refers to the usage of small vehicles operating at a speed below 15 mph and driven by users. These can include bicycles, electric bikes and electric scooters. Micro mobility may involve

users travelling from their homes to a hub, where they can store their bike or scooter before travelling onwards to a final destination via another mode (e.g. public transport). As such, there is a close relationship with the mobility hubs discussed in Chapter 10. Whilst this is another emerging field, and its application will require further analysis, potential means in which it could be implemented across the region include:

- Cargo bikes for the last mile logistics movement of freight in towns and urban areas
- Electric bikes for long distance cycle journeys (e.g. town to town)
- Electric scooters, hoverboards and electric skateboards for local journeys (subject to appropriate legislation being passed)

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

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

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

14.2 Priorities

i. 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

ii. 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

iii. Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs

iv. Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation

Delivery

SWestrans Regional Transport Strategy

Consultation Draft

15 Delivery

15.1 Overview

15.1.1 This strategy has set out the long-term policy context for transport in Dumfries and Galloway. Its delivery will be dependent on a combination of actions by SWestrans, Dumfries and Galloway Council and close partnership working with other key industry bodies. To guide the implementation of the RTS and the priorities it has identified a Delivery Plan will be prepared which will accompany the strategy. This will set out a series of actions including an ongoing programme of physical and non-physical interventions. It will include measures which can be delivered by SWestrans and also those where it would look to partners to lead on delivery. These will also include analysis and appraisal work to identify new interventions to support the delivery of the RTS priorities.

15.1.2 The Delivery Plan will be reviewed and updated on a regular basis throughout the lifetime of the strategy as part of the ongoing Monitoring process set out in the following chapter. The interventions it contains are likely to be at a range of different stages in the project lifecycle from concept to construction and the regular review will enable their status to be updated accordingly. An overview of risks to implementation will also be provided taking account of the delivery stage the intervention is at.

15.1.3 All interventions within the Delivery Plan will need to be able to demonstrate that they make a contribution towards achieving the Vision, Strategy Objectives and RTS priorities.

15.2 Priorities

i. SWestrans will develop a Delivery Plan which outlines both physical and non-physical interventions and actions to implement the RTS policy and priorities

ii. The Delivery Plan will be regularly reviewed and updated throughout the lifetime of the RTS

Monitoring

SWestrans Regional Transport Strategy

Consultation Draft

16 Monitoring

16.1 Overview

16.1.1 Monitoring the RTS is important to assess the extent to which it is achieving the Strategy Objectives and Vision set out in Chapter 4. To facilitate this a series of Key Performance Indicators (KPIs) have been identified. These are each linked to the defined Strategy Objectives and are closely linked to those defined for monitoring the National Transport Strategy 2. They will be used to measure how the transport system performs over the lifetime of the RTS against an established baseline prior to its implementation.

16.1.2 Throughout the lifetime of the strategy monitoring reports will be prepared every two years. These will outline the key regional transport and behavioural trends based upon the KPIs defined below.

16.2 Key Performance Indicators

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

KPIs for Monitoring and Evaluation

- Adults (16+) – frequency of walking in previous seven days (Scottish Household Survey Travel Diary)
- Main mode of travel – Walking (Scottish Household Survey Travel Diary)
- Main mode of travel – Bicycle (Scottish Household Survey Travel Diary)
- Frequency of walking in previous 7 days (Scottish Household Survey Travel Diary)

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

KPIs for Monitoring and Evaluation

- Adults views on satisfaction with public transport in the previous month (Scottish Household Survey Travel Diary)
- Adults (16+) – who used a local bus service in the past month – percentages who agreed with each statement (Scottish Household Survey Travel Diary)
- Adults (16+) – who used rail service sin the past month – percentages who agreed with each statement (Scottish Household Survey Travel Diary)

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

KPIs for Monitoring and Evaluation

- Use of local bus services in previous month (Scottish Household Survey Travel Diary)
- Use of local train services in previous month (Scottish Household Survey Travel Diary)
- Main mode of travel – bus (Scottish Household Survey Travel Diary)
- Main mode of travel – rail (Scottish Household Survey Travel Diary / Transport Focus Surveys)
- Main purpose of travel (Scottish Household Survey Travel Diary)
- Connectivity and deprivation analysis for key healthcare, education, and employment destinations (TRACC)
- Public transport labour market catchments of largest employment sites (Business Register and Employment Survey / TRACC)

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

KPIs for Monitoring and Evaluation

- Vehicle and passenger traffic between Scotland and Northern Ireland (Scottish Transport Statistics)
- Satisfaction with public transport (Scottish Household Survey Travel Diary / Transport Focus surveys)
- How random adult usually travelled to work a year ago by current main mode of travel (Scottish Household Survey Travel Diary)
- Reason for changing mode of travel to work (Scottish Household Survey Travel Diary)
- Employed adults method of travel to work, and whether they could use public transport (Scottish Household Survey Travel Diary)
- Reasons why public transport is not used by school children (Scottish Household Survey Travel Diary)
- Adults use of local bus and train services, in the past month (Scottish Household Survey Travel Diary)
- Typical number of interchanges between major settlements (TRACC)

Strategy Objective 5: To provide improved, reliable, resilient, and safe road-based connectivity for the movement of people and goods within the region, and to key locations including Glasgow, Edinburgh, Carlisle and Cairnryan

KPIs for Monitoring and Evaluation

- Reported road collisions on strategic road network (Scottish Transport Statistics)
- Road journey times between key origins and destinations by time period (INRIX)
- Ratio of peak journey time to inter peak journey times between key origins and destinations (INRIX)
- Congestion delays experienced by drivers and car occupants (Scottish Household Survey Travel Diary)

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

KPIs for Monitoring and Evaluation

- Transport related CO_2 emissions (Department for Business, Energy & Industrial Strategy)
- Number of Air Quality Management Areas (Scottish Transport Statistics)
- Average Annual Daily Traffic through Settlements (Transport Scotland / Department for Transport ATCs)
- Roads causing severance due to high traffic flows (Transport Scotland / Department for Transport ATCs)

RTS Priorities

SWestrans Regional Transport Strategy

Consultation Draft

17 RTS Priorities

17.1 Overview

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

<div style="background-color:orange;color:white">

Enabling More Sustainable Development

</div>

i.   Sustainably locate new developments to reduce the need to travel first and foremost

ii. 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

iii. Sustainable transport measures and supporting ancillary infrastructure for new developments will be delivered through developer contributions as appropriate

iv. The concept of '20-minute neighbourhoods' will be incorporated into all future development and land-use planning processes

v.   Transport interventions should be carefully sited and designed to prevent and minimise negative environmental impacts

vi. New major developments, including those proposed at Chapelcross Power Station and Stranraer Gateway, should apply an 'infrastructure first' approach

vii. 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

<div style="background-color:orange;color:white">

Connecting Our Communities

</div>

i.   Improvements to the active travel network will be delivered through a combination of incremental improvements to existing routes and new bespoke routes where appropriate

ii. The active travel network will be developed in accordance with Cycling by Design, Designing Streets and other relevant technical guidance

iii. An integrated active travel network linking both within and between our settlements will be developed in line with the Active Travel Spatial Strategy

iv. The Active Travel Strategy 2 will be kept under review and updated on a regular basis to ensure it is being effectively implemented

v.   A dedicated Active Travel Team will work on prioritising, designing, and delivering schemes and projects in collaboration with funding partners

vi. Awareness raising to facilitate behaviour change will be delivered through close community engagement and campaigns to encourage the use of active travel

vii. SWestrans will spend at least 50% of its capital budget on active travel

Transforming Travel in Our Towns

i. 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

ii. The National Transport Strategy 2's sustainable travel hierarchy should be applied to reprioritise the road network wherever possible

iii. Detailed analysis should be undertaken to identify suitable locations and interventions for the reallocation of roadspace away from general traffic to active travel and public transport

Reducing the Impact of Transport on Our Communities

i. 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

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

a. Electric Vehicle charging points

b. Regional Electric Vehicle carsharing

c. Grants / loans for Electric / Hybrid vehicles

d. Low Emission Zones (LEZs)

e. New rail freight hubs

f. Alternative fuels e.g. green hydrogen

Enhancing Access to Transport Services

i. 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

ii. 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

iii. 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

iv. Real Time Passenger Information should be made available for all public transport modes at stations, stops and on-board services wherever possible and practical

v. 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

vi. 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

vii. Improving accessibility to railway stations should be prioritised in Annan, Dumfries, Kirkconnel and Sanquhar where access arrangements could be limited for some disabled users

viii. Measures to encourage access to railway stations in line with the Scottish Government's Sustainable Travel Hierarchy should be taken forward

ix. The security of taxi users should be improved by undertaking additional background checks prior to granting taxi licences

Sustainable and Extended Local and Regional Public Transport Connectivity

i. SWestrans and its partners will work to deliver a new public transport model based around a needs-based approach applying a three tier framework as follows:

Tier 1 – Community Level Provision

Tier 2 – Supported Local Bus and Community Transport Services

Tier 3 – Commercial Local Bus and Rail Services

ii. 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

iii. Where no bus service exists, demand responsive transport (DRT) solutions will be developed and operated by third sector community transport operators, DGC Buses and the community

iv. 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

v. 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

vi. Opportunities to increase the carriage of bikes on buses will be explored

vii. A network of mobility hubs should be developed and implemented across Dumfries and Galloway

viii. 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

ix. Improvements to rail services at stations where provision is poor should be taken forward in close coordination with key stakeholders including ScotRail and Transport Scotland

x. Opportunities should be investigated to run a local service on the WCML between Carlisle and Edinburgh / Glasgow

xi. 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

xii. Opportunities should be explored to quadruple track the West Coast Main Line (WCML) through Lockerbie and at other appropriate locations

xiii. The potential for more locally situated train crews should be investigated to provide additional resilience to staffing related service issues

xiv. The reopening of stations at Beattock on the WCML, and Eastriggs and Thornhill on the GSWL is supported and their delivery will be pursued with industry partners

xv. The potential to relocate the station at Stranraer should be explored to provide easier access for rail users and better integrate it with the rest of the town centre

xvi. 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

xvii. Lighter rail solutions should be explored as an alternative to heavy rail where it may provide a more practical or affordable solution for fixed public transport links

Improving the Quality and Affordability of Our Public Transport Offer

i. 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

ii. Expansion of existing concessionary travel schemes to cover rail should be considered to enable more users to access affordable rail travel

iii. 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

iv. Integrated ticketing solutions should build upon and better promote existing schemes such as PlusBus and Rail and Sail as well as seeking new opportunities to deliver integrated ticketing measures for bus, rail and ferry in the region

v. Improving links between different modes of transport by reducing the distance between connecting modes and coordinating the timing of services should be taken forward as a priority wherever possible

vi. Enhancements to existing bus stops will be implemented where practical to improve security, accessibility and the attractiveness of bus services for all users

vii. Support the decarbonisation of the rail network in Dumfries and Galloway and explore along with rail industry partners opportunities to electrify the line south of Ayr to provide greater scope for through services and to accommodate increased demand from a relocated Stranraer station

viii. The replacement of the bus fleet with low emission vehicles will be taken forward in conjunction with partners

ix. Replacement of rail rolling stock should be taken forward considering proposals for electrification of parts of the network in the region with the appropriate traction being based upon this and giving due consideration for the need to enhance the quality, accessibility and standard of rolling stock serving Dumfries and Galloway

x. Opportunities for the carriage of bikes on board trains should be explored as new rolling stock is procured

Supporting Safe, Effective and Resilient Connections to Loch Ryan and Other Strategic Sites

i. Increasing the connectivity to Lockerbie station by a variety of modes should be explored given its strategic importance to the region

ii. Enhancements to the strategic road network including the A7, A75, A76, A77 and A709 should be taken forward to improve safety, journey times, diversionary routes and improve access to key locations across the region

iii. Opportunities should be sought to shift goods from HGVs onto the rail network by the creation of new rail freight hubs including the potential for the creation of an intermodal freight hub at Cairnryan / Stranraer

iv. Junction improvements should be taken forward at locations of collision clusters

v. Appropriate road safety, traffic calming and management measures should be used to provide a safe environment for all road users

vi. 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

vii. Opportunities for additional dedicated rest areas and motorhome park-ups across the region should be explored and implemented as appropriate

Managing Our Car Traffic

i. Dumfries and Galloway will make its contribution to delivering the Scottish Government's target to reduce car km by 20% by 2030 reflecting the regional circumstances

ii. 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

iii. Proportionate behaviour change, demand management and parking measures will be taken forward to support modal shift to more sustainable modes of transport and reduce car dependency across the region

Making the Most of New Opportunities

i. 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

ii. 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

iii. Opportunities to capitalise upon the growth of micro mobility should be explored alongside the development of mobility hubs

iv. Intelligent Transport Systems (ITS) should be implemented alongside other enhancements to the strategic road network to improve the safety and efficiency of its operation

1. Please confirm you are 16 years of age or above

☐ Yes

☐ No

2. Are you responding:

☐ On behalf of an organisation

☐ As a member of the public –

3. Please state the name of the organisation below if you are responding on behalf of one:

Dumfries and Galloway Community Planning Partnership Board

4. Have you read the draft Regional Transport Strategy?

☐ Yes

☐ No

Transport Challenges and Problems

1. In Chapter 3 the draft RTS has identified 99 individual transport challenges and problems. Do you agree or disagree that these provide an appropriate focus for the RTS?

☐ Agree

☐ Disagree

☐ Neither

☐ Don't Know

2. Please provide any further comments below to explain your response if you wish

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

3. Are there any other transport challenges and problems which have been missed?

☐ Yes

☐ No

☐ Don't Know

4. What other transport challenges and problems should be considered and why?

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Vision

1. The RTS vision is set out in Chapter 4. Do you agree or disagree that this should be the vision for the new RTS?

- ☐ Agree
- ☐ Disagree
- ☐ Neither
- ☐ Don't Know

2. Please provide any comments to explain your response if you wish

_____

_____

_____

_____

_____

_____

_____

_____

_____

Objectives

1. The Strategy Objectives are outlined in Chapter 4. Do you agree or disagree that these should be the Strategy Objectives for the new RTS?

☐ Agree

☐ Disagree

☐ Neither

☐ Don't Know

2. Please provide any comments to explain your response if you wish.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

3. Do you think that any other Objectives should be considered for the new RTS?

☐ Yes

☐ No

☐ Don't Know

4

4. What other Objectives should be considered for the new RTS?

_____

_____

_____

_____

_____

_____

_____

_____

_____

Mobility Themes

1. We have identified *'Enabling more sustainable development'* as one of the key themes for the RTS In Chapter 5. How important is this theme for you?

☐ Extremely important

☐ Somewhat important

☐ Neutral

☐ Somewhat unimportant

☐ Extremely unimportant

2. Please provide any thoughts and comments on the policy and actions below is you wish.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

3. We have identified *'Connecting our communities'* as one of the key themes for the RTS In Chapter 6. How important is this theme for you?

☐ Extremely important

☐ Somewhat important

☐ Neutral

☐ Somewhat unimportant

☐ Extremely unimportant

4. Please provide any thoughts and comments on the policy and actions below is you wish.

_____

_____

_____

_____

_____

_____

_____

_____

_____

5. We have identified *'Transforming travel in the region'* as one of the key themes for the RTS In Chapter 7. How important is this theme for you?

☐ Extremely important

☐ Somewhat important

☐ Neutral

☐ Somewhat unimportant

☐ Extremely unimportant

6. Please provide any thoughts and comments on the policy and actions below is you wish.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

7. We have identified *'Reducing the impact of transport on our communities'* **as one of the key themes for the RTS In Chapter 8. How important is this theme for you?**

- ☐ Extremely important
- ☐ Somewhat important
- ☐ Neutral
- ☐ Somewhat unimportant
- ☐ Extremely unimportant

8. Please provide any thoughts and comments on the policy and actions below is you wish.

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

9. **We have identified** *'Enhancing access to transport services'* **as one of the key themes for the RTS In Chapter 9. How important is this theme for you?**

☐ Extremely important

☐ Somewhat important

☐ Neutral

☐ Somewhat unimportant

☐ Extremely unimportant

10. **Please provide any thoughts and comments on the policy and actions below is you wish.**

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

11. **We have identified *'Sustainable and extended local and regional public transport connectivity'* as one of the key themes for the RTS In Chapter 10. How important is this theme for you?**
- ☐ Extremely important
- ☐ Somewhat important
- ☐ Neutral
- ☐ Somewhat unimportant
- ☐ Extremely unimportant

12. **Please provide any thoughts and comments on the policy and actions below is you wish.**

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

13. **We have identified *'Improving the quality and affordability of our public transport offer'* as one of the key themes for the RTS In Chapter 11. How important is this theme for you?**
    - ☐ Extremely important
    - ☐ Somewhat important
    - ☐ Neutral
    - ☐ Somewhat unimportant
    - ☐ Extremely unimportant

14. **Please provide any thoughts and comments on the policy and actions below is you wish.**

    _____
    _____
    _____
    _____
    _____
    _____
    _____
    _____
    _____
    _____

15.   **We have identified** *'Supporting safe and effective connections to Loch Ryan and other strategic sites'* **as one of the key themes for the RTS In Chapter 12. How important is this theme for you?**

   ☐ Extremely important

   ☐ Somewhat important

   ☐ Neutral

   ☐ Somewhat unimportant

   ☐ Extremely unimportant

16.   **Please provide any thoughts and comments on the policy and actions below is you wish.**

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

17. **We have identified *'Managing our car traffic'* as one of the key themes for the RTS In Chapter 5. How important is this theme for you?**

☐ Extremely important

☐ Somewhat important

☐ Neutral

☐ Somewhat unimportant

☐ Extremely unimportant

18. **Please provide any thoughts and comments on the policy and actions below is you wish.**

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

19. We have identified *'Making the most of new opportunities'* as one of the key themes for the RTS In Chapter 14. How important is this theme for you?

☐ Extremely important

☐ Somewhat important

☐ Neutral

☐ Somewhat unimportant

☐ Extremely unimportant

20. Please provide any thoughts and comments on the policy and actions below is you wish.

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

21. Chapter 16 details a set of Key Performance Indications (KPIs) linked to the Strategy Objectives. Do you agree or disagree that these KPIs provide an appropriate means to monitor the performance of the RTS?

☐ Agree

☐ Disagree

☐ Neither

☐ Don't Know

22. Please provide any thought and comments on the KPIs below if you wish.

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

General Comments / Statutory Assessments

1. Please provide any general comments about the Equalities Assessment below.

_____

_____

_____

_____

_____

_____

_____

_____

_____

2. Please provide any general comments about the Strategic Environmental Assessment below.

_____

_____

_____

_____

_____

_____

_____

_____

_____

3. **Please provide any general comments about the RTS below.**

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 November 2022

THIRD SECTOR REPRESENTATION: THE VOICE PROJECT – PROGRESS UPDATE

ITEM - 5

Author: Norma Austin Hart, Chief Executive Officer, Third Sector Dumfries and Galloway	Responsible Senior Officer: Helen Keron, Chair, TSDG Board

Report Title: Third Sector Representation: The Voice Project – Progress Report

1. Situation:

1.1   The CPPB is asked to consider and note the update and next steps provided on Third Sector Representation: the Voice Project.

2. Background:

2.1 It is accepted practice that the third sector works with the public sector to tackle issues and support collective decision making. One of the roles of TSDG is to bring a third sector voice into local governance processes, particularly community planning. In many instances senior staff members of TSDG fulfil this role but that has proved untenable as the number of partnerships increases. In addition, representing a diverse third sector across all service areas cannot be supported to greatest effect in this way.

2.2 While the third sector itself fields individuals to some of these partnerships, it is not always clear on what basis they attend; whether as individuals, on behalf of their organisation or on behalf of the wider sector.

2.3 The conclusion of the board of TSDG is that the model for third sector representation needs to change and better use made of the expertise and reach of third sector organisations (TSOs).

2.4 Prior to the pandemic, TSDG commissioned research into the level of third sector engagement in public sector partnership arrangements.

2.5 The results of feedback from the chairs of partnerships were profiled to Arnstein's Ladder of Engagement; this shows that the public sector sought third sector representation at partnership meetings at the following levels:

Reason for participation	% of responses	Grouping
Requirement	3%	
Information	23%	
Understanding	24%	57%
Consultation	7%	lower level involvement
Involvement	25%	
Collaboration	15%	43%
Effect culture change	3%	more strategic involvement

2.6 The feedback from third sector participants on the same partnerships reflected they felt undervalued, better use could be made of their resources and expertise to collaborate on issues and challenges, and they identified a need to better reflect a 'colleague not contractor' relationship.

2.7 Both sides agreed that there was a strong appetite to change and evolve how they work together. If anything, the response to the pandemic has made that even more obvious. The work was paused as a result of the pandemic; earlier this year it was restarted.

2.8 The scope of this second phase focuses on a number of partnership areas (Health & Social Care, Children's Services, Community Learning & Development, Digital Skills Hub, Housing, Employability and Community Justice). It has been extended to include the emerging Community Safety Partnership.

2.9 TSDG have been engaging again with key individuals on both sides to understand any governance changes and seek to develop a set of actions which would change and improve the working relationship between the third and public sectors.

2.10 The recommendations from this second phase have been accepted by TSDG and this report to CPPB represents a first formal step towards that change.

2.11 TSDG recognises that these steps are taking place at the same time as the community planning arrangements are being reviewed (covered in a separate item on this agenda). There is a strong case for aligning these two strands of work.

3. Key issues:

3.1 There remains a strong appetite to improve how the sides work together and how the third sector represents itself. This will require increased collaboration and building culture change and as such, is a long-term project.

3.2 There are challenges for both sides. TSOs themselves need to be supported to grow their ambitions and work more collaboratively; this is a role for TSDG. Partnerships within Community Planning reflect their third sector involvement differently. Terms of Reference could be clearer about the role and expertise of the TS representative round the table.

3.3 There is also a need to ensure the partnerships specify if the TSO representative is there to represent their own organisation or the sector more broadly. For example, some Community Planning Partnerships have a TSO representative as Vice Chair, others do not. TSDG are keen to understand what actions the partnerships can take to support the sector representative once it is clear on the role.

3.4 Next Steps and Practical Arrangements

3.4.1 The TSDG board has accepted the recommendations of the second stage report and agreed an action plan for the way forward with the TSDG chief executive.

3.4.2 The action plan is based on the following steps:

- Secure CPPB support for next steps

- Arrange meetings with the Chairs of five or six committees as part of the pilot

- Negotiate the terms of reference for TS representation with each (see attached framework)

- Where linked to community planning groups, the Voice pilot will develop with DGC a framework for standardising the governance of community planning groups and partnerships

- Work with each pilot participant to prepare induction and support arrangements

- TSDG to work with existing or new TS representatives to pilot use of Code of Conduct, feedback mechanisms and tool kit

- TSDG to work with existing TSDG thematic forums to develop their support role

- Introduce Circles of Collaboration where needed

- Review the TSDG website and communications strategy to make explicit the TSDG support available

4. Recommendation:

The Community Planning Partnership Board is invited to:

4.1   Note the report and the proposed next steps;

4.2   Agree to receive a further update reflecting the progress of the proposed actions early in 2023

24 October 2022

Appendices (1)

Appendix 1 – Framework/Checklist for Terms of Reference Relating to Third Sector Representation

Appendix 1

Framework/Checklist for Terms of Reference Relating to Third Sector Representation

The list below is a suggested checklist for Terms of Reference which would consistently describe the purpose of Third Sector representation at meetings:

1.	Is the requirement for third sector representation well defined? eg. legal requirement/to inform the sector/to represent the sector/to collaborate on solutions/to effect culture change/to inform the meeting about the sector
2.	Is the organisation representing itself or the sector?
3.	Are the organisation/organisations in a representative role clearly named? (these can be updated as required when the Terms of Reference are reviewed)
4.	Are the expectations of representation clear? eg. the organisation must collect views and input from the sector and represent those views, and feed back to the sector? How widely do we want the representative to consult?
5.	How do we want the third sector representative to participate? eg. frequency of attendance, ability to add items to the Agenda, produce reports for the group
6.	Does the third sector representative have voting rights, where applicable?
7.	What is the time commitment? Are the meetings online?
8.	What does support look like? eg. induction/ongoing training/buddying, and on the flipside, what training is available for public sector attendees on the third sector?
9.	Is the process of and authority for decision making clear?
10.	Does the meeting have budgetary authority and what is the role of the third sector representative in that?
11.	Is conflict of interest well defined?
12.	What is the ambition to ensure no partner feels excluded and their contribution valued?
13.	Are any risks clearly defined?
14.	Are the expectations about disseminating information by the third sector representative clear and unambiguous?
15.	Are the values and principles of the Partnership clearly stated?

Dumfries & Galloway
Together is Better

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 November 2022

**CONTRIBUTION OF COMMUNITY PLANNING PARTNERS
TO THE COST OF LIVING**

Item 6

Report Authors: **Mark Molloy – Service Manager Young People** **Stephen Jack – Lifelong Learning Manager**	Responsible Senior Officer: **Richard Grieveson, Head of Community Services**

1. Situation:

1.1 To provide an update for Board Members on current Community Planning partner contribution and activities to address the Cost of Living Crisis.

2. Background:

2.1 At the Executive Group meeting held on 13 October 2022, it was agreed that an update on Cost of Living and partner contributions should be presented to the next CPPM meeting.

3. Key issues:

3.1 Helping to mitigate the negative impacts of the Cost of Living is a critical priority for all Community Planning Partners and interconnected with our ongoing partnership work to Tackle Poverty & Inequalities. The price of most goods and food have risen, some considerably. Petrol/diesel is fluctuating dramatically along with domestic fuel bills significantly increasing.

3.2   People have less money as their disposable income is being eroded. This issue is not only affecting low-income families but is now affecting nearly all citizens living and working in Dumfries and Galloway, regardless of age, ethnicity, gender or geography, with many being unaware of what help and support is available to them as they would not have been in this financial situation before. There is a real possibility of serious distress and suffering across our population.

3.3   The primary concern is those who are most vulnerable, but it is important that everyone understands the effects of the cost-of-living on them individually, and that there is support and help available for all.

3.4   Locally, The Poverty & Inequalities Partnership is leading on a partnership response to ensure that a co-ordinated approach is being taken to tackle the current challenges and ensure that the work of the Partnership, and its sub groups and action plans are reviewed and updated to reflect the current situation including prioritisation and acceleration of key actions. This work is being done with the aim to:

- Raise awareness of the cost-of-living crisis in Dumfries and Galloway, without

causing undue alarm or stress;

- Support citizens living and working in Dumfries and Galloway affected by the cost-of-living crisis by ensuring they are aware of where and when they can access financial, wellbeing and other support and;
- Ensuring a continued co-ordinated approach across all partners and community groups.

3.5   It is important that a multi-agency response is taken in Dumfries and Galloway through the Poverty and Inequalities Partnership. Work is being undertaken to raise awareness of the effects of the cost-of-living and to signpost people to advice and support that can help mitigate its impact. A central part of this is a partnership website which will be launched in mid November providing one central point that citizens can go to for trusted advice and guidance.

3.6 This website will contain a range of of information and resources provided by all partners and link directly to organisations existing websites for support i.e Citizens Advice. This website has been developed by the partners using existing resources and will follow the same model of 'SupportDG" website that was used during COVID-19. A full communications plan has been developed by the Poverty & Inequalities Partnership working with Partners Communications Teams and subject matter professionals so that all partners are promoting this website once launched.

3.7 The Partnership has also ensured that there is continued resources to update the website on a weekly basis to ensure that it remains current. This work is all being reported to the Partnership for scrutiny and agreement. There is an invitation being extended to any organisation not yet involved to help contribute content to this website.

3.8   Dumfries & Galloway Council have also established an internal Programme Board being led by Liz Manson to help co-ordinate support efforts across key Services. There is similar work going on across other Partners and the Poverty & Inequalities Partnership is playing a critical role to ensure that there is not duplication, and a partnership approach is taken where possible, but acknowledging that all Partners will be making their own arrangements to support their staff, customers and communities.

3.9 The Draft Remit and work programme of the Councils Programme Board is:

3.10 To identify, co-ordinate and develop our Council's work around Cost of Living including:

- Identifying Cost of Living increases and the impact on Dumfries and Galloway through analysis of national and local research;
- mapping the current activities being taken across Services that support stakeholders and particularly target groups;
- analysis of the impact on Council Services and particularly income and expenditure
- benchmarking with other Councils;
- engagement with local and national experts including COSLA and the Improvement Service's Fairer Scotland Duty Liaison Group;

- engagement with partnership groups and stakeholders about their views on Council support and ideas for amended or additional services and
- developing any Budget proposals and lobbying activities required to support the outcomes of the engagement and analysis.

3.11   The initial programme of work is for a six month period and it is planned that Board meetings will take place fortnightly for the first three months and these started at the end of September 2022.

3.12   The Board is following the principles of the Programme Office and will operate through Workstreams, underpinned by a Workplan; Risk Register and Communications Plan. The Communications Plan will include updates to the Leadership Panel and Senior Leadership Team and report to relevant decision-making forums.

Community Planning Partners' contribution to the Cost of Living

3.13   The leads of the Plans/Strategies contributing to Local Outcomes Improvement Plan were asked to provide narrative on key activities/initiatives that are already being prioritised and a summary of these actions is contained within **Appendix 1**.

3.14 **Appendix 2** provides the Partnership with a more detailed overview of the work across all Partners.

4. Recommendation:
Board Members are invited to;

4.1 Consider the range of work currently being undertaken across CP Partners to help tackle the Cost of Living; and

4.2 Provide any further updates/suggestions and ideas which partners could take forward collectively.

Appendices (2)

1 – Summary of key actions across Partners to address Cost of Living
2 – Community Planning Partner contributions (detailed)

Mark Molloy – Service Manager Young People
Stephen Jack – Lifelong Learning Manager

ITEM 6 APPENDIX 1 – SUMMARY OF KEY ACTIONS ACROSS PARTNERS TO ADDRESS COST OF LIVING

Below is a summary of key actions that are currently taking place or have taken place to address cost of living, with a focus on supporting individuals in local communities. Detailed information can be found in Appendix 2

1. Development and launch of new dedicated Cost of Living Website which features all support available throughout our Region from all partners with information available in simplest format and quickest links.

2. A client gain of over £10 million through the support offered by our Financial Wellbeing Service;

3. An increase of over 600 children registered to receive Free School Meals, which enables families to claim additional grants;

4. Continuation of the emergency fuel top up scheme and other projects to tackle fuel poverty including allocation of £200,000 from the Council to support this fund;

5. 77.2 tonnes of food acquired through Fareshare which in turn enabled foodbanks to provide essential supplies for over 180,000 meal portions;

6. Expansion of Free school uniforms and warm winter clothing continued to be provided to children and families in need;

7. Expansion of period dignity project offering a home delivery of free sanitary products to everyone across the region;

8. Employability and Skills Service developed close working partnerships with Family Nurse Practitioners across the region to facilitate cross referring of young women, and their partners where appropriate, providing ongoing employability support following their intervention.

9. Summer of Play funded over 4500 different activity sessions to take place for low income families over the Summer Holiday Period.

10. Extra Adult Learning Drop-Ins established across the region focussing on how to reduce bills, access to financial support, budgeting, digital, literacy, numeracy & pre-employment support.

11. Work has taken place to identify families that may be eligible for a funded two-year-old childcare place but have not applied. Information has been sent out to all families detailing the offer of Funded 2-year-old places.

12. Parents employed as part of a project to develop and improve the way we engage and support parents to improve their employment circumstances.

13. 47 paid work placements offered in the public or third sector for people who have been long term unemployed.

14. Partnership with Scottish Childminding Association to provide fully funded opportunities to train and set up as qualified childminders.

15. Partnership between Council, Dumfries and Galloway College and Local Authority nurseries to provide qualifications and training to people seeking to improve income by becoming classroom assistants.

ITEM 6 APPENDIX 2 - COMMUNITY PLANNING PARTNERS' STRATEGIC PLANS/STRATEGIES – CONTRIBUTION TO COST OF LIVING

Children's Services Plan	Jim Brown	Priority 1. Children and Young People are safe and free from harm. Priority 2. Improving the life chances and outcomes for care experienced children and young people. Priority 3. Reducing the impact of poverty on children and young people. Priority 4. Improving the mental health and wellbeing of children and young people. Priority 5. Children and young people with complex needs and disabilities are enabled to reach their potential. Priority 6. Improving how we support parents and carers to meet the needs of their children and young people. As Priority 3 in the current plan relates to child poverty, many of the contributions to cost of living from children's services partners are already reflected through the Local Child Poverty Action Report contribution that is reported separately. Other contributions to cost of living include: - introduction of Family Hub75 West, rolling out an edge of care service designed to put families in the driving seat of creating loving and safe homes for children on the edge of care. - continued development of support to local families through Family Hub 75 West in Stranraer and commissioned services including The Aberlour Family Centres in Dumfries and Stranraer, Homestart, Dumfries Toy Library, and the Action for Children Family Centre in Upper Nithsdale. - delivery of a robust training programme to enhance the skills of our foster carers including identifying the needs and requirements of our foster carers, introduction of a fee for foster carers and seeking an increase to our foster care mileage. - the continued development of the Family Support Service, providing early preventative support to families, within their own homes and in their communities, and connecting them with other support as appropriate. - joint work with colleagues from Revenue and Benefits team to identify families that may be eligible for a funded two-year-old childcare place but have not applied. Information has been sent out to all families detailing the offer of Funded 2-year-old places. - Additional 12 months of data provided to vulnerable children, families and adults through additional support sourced via Connecting Scotland. - Employability and Skills Service developed close working partnerships with Family Nurse Practitioners across the region to facilitate cross referring of young women, and their partners where appropriate, providing ongoing employability support following their intervention.

		• Family learning and adult learning opportunities significantly increased following the easing of restrictions. This has included both accredited and non-accredited programmes such as Peep which has offered parents the opportunity to gain accreditation, leading to further training and/or employment. Ante-natal Peep sessions have also been piloted and the evaluation of these sessions will be used to help inform our future offer alongside other programmes. The Lifelong Learning Team also piloted the Save the Children Families Connect programme, building parental confidence to support their child's play and early learning. • Additional Government funding relating to poverty and mental health has been used to offer enhanced early intervention and prevention services to support health and wellbeing. This included advocacy support at school, early models of service delivery for young people who were feeling low and isolated, peer support, support with housing for care leavers, the ability to try different opportunities, befriending, equine therapy, and other bespoke activities. • Successful bid to Amazing Summer Fund providing 800 vulnerable children across the region access to a range of activities so that they can have the same opportunities as peers.
Community Learning & Development Partners' Plan	Stephen Jack	• Lifelong Learning setting up Adult Learning Drop-Ins across the region focussing on how to reduce bills, access to financial support, budgeting, digital, literacy, numeracy & pre-employment support. These Hubs will offer a warm space and with access to food, tea, and coffee. • Lifelong Learning continue to provide digital access to devices and classes. Research dictates that over five million people in the UK are unable to carry out simple online tasks such as sending an email, as a result workers are missing out on £5.69 billion in additional wages. Lack of knowledge on using the internet disadvantages them from shopping online for better deals on goods and services as the cost-of-living rises. • Working with Employability to offer specialised employment support for ESOL adults with the provision of a digital on-line learning platform to make learning more accessible and therefore employment easier to obtain. • Family Learning programmes across the region contribute by breaking inter-generational cycles of disadvantage and supporting families to minimise the impact of poverty on learning and achievement. These programmes provide a warm space, with access to food and refreshments. • Working with ESS & DWP to provide ME2U programme pilot in Upper Nithsdale to provide job placements within schools to kickstart employment and combat unemployment rates in the area.
Employability & Skills Plan	Lynne Burgess	Employment Key Worker Support offered to people aged 16-67 seeking to improve their income by moving from unemployed to employed and for people in low income employment to improve their circumstances. Funding provides for direct 1-1 support and can include the cost of training, accredited qualifications and kit e.g. personal protective equipment, interview clothes and travel costs in order to secure employment which improves the household income.

Priority groups identified for support include:
- Families, with children, experiencing poverty
- Those who are long term unemployed
- Those with physical and mental health conditions, including disabilities and additional support needs
- Young people most at risk of not participating in education, training, or employment especially those who have care experience

Examples of specific projects:
- Eight parents employed as part of a project to develop and improve the way we engage and support parents to improve their employment circumstances.
- 47 paid work placements offered in the public or third sector for people who have been long term unemployed.
- Working in partnership with DAGCAS to provide 'Better off in Work' calculations to ensure people are progressing into work which improves their income.
- Partnership with Scottish Childminding Association to provide fully funded opportunities to train and set up as qualified childminders.
- Partnership between Employability and Skills Service, Dumfries and Galloway College and Local Authority nurseries to provide qualifications and training to people seeking to improve income by becoming classroom assistants.

Local Child Poverty Action Plan	Laura Gibson	The Child Poverty (Scotland) Act 2017 introduced an annual requirement for Local Authorities and Health Boards to jointly prepare a Local Child Poverty Action Report (LCPAR) which highlights progress and reflects on the work undertaken over the preceding year, and also sets out an action plan for the year ahead. The 2021-22 iteration of the LCPAR reports on activity during the reporting period, as well as presenting a new 2022-26 Action Plan for tackling child poverty and mitigating its impacts in Dumfries and Galloway. Highlights from 2021-22 relevant to cost of living include: • A client gain of over £10 million through the support offered by our Financial Wellbeing Service; • An increase of over 600 children registered to receive Free School Meals, which enables families to claim additional grants;

- Additional support was provided to vulnerable families coming to the attention of Social Work Services as a result of the pandemic;
- Time for Inclusive Education campaigns were delivered in all of our secondary schools to support individuals with protected characteristics;
- Various projects delivered to reduce digital exclusion, including support for a digital device refurbishment project;
- Continuation of the emergency fuel top up scheme and other projects to tackle fuel poverty;
- Publication of a leaflet to promote the range of financial support and welfare services available locally for families accessing food banks;
- 77.2 tonnes of food acquired through Fareshare which in turn enabled foodbanks to provide essential supplies for over 180,000 meal portions;
- Direct referral of parents and carers from health services for advice and support with income maximisation and benefit applications;
- Robust planning and reporting arrangements for Pupil Equity Funding to reduce inequality of educational outcomes and improve experiences for identified children and young people for all schools in receipt of this strand of Scottish Attainment Challenge funding;
- Free school uniforms and warm winter clothing continued to be provided to children and families in need;
- Online period dignity project offered home delivery of free sanitary products to everyone across the region; and
- Awareness raising sessions were delivered to Health and Social Care staff so that they could be supported to consider the financial wellbeing of the people that use services.

The LCPAR, inclusive of the 2022-26 Action Plan, was agreed by Full Council on 29 September and NHS Board on 3 October 2022. The full LCPAR is also being presented to Community Planning Partnership Board for information as part of the next quarterly update on the LCPAR. The 2022-26 Action Plan also includes future actions relevant to cost of living, and this is also being presented to Community Planning Partnership Board for information as part of the next quarterly update on the LCPAR. It is also worth noting that the plan will be kept under review and adapted as necessary in response to emerging issues.

It has been important to align the work with the Poverty and Inequalities Partnership which has four Sub-Groups focused on delivering actions to achieve the partnership's objectives, the fourth of which is:

'Developing our approach to Child Poverty'. Sub-Group Chairs were also appointed from the Partnership to ensure that a Strategic Lead with expertise on each of the Sub-Groups subjects would successfully drive forward the delivery of each of the new Action Plans. The Chair for Sub Group 4 is Laura Gibson.

In addition to the above highlights, some additional examples of work include:

Free School Meals
Universal Free School Meals (UFSM) preparation - The school meals service, along with Education and Learning colleagues, continues to prepare for the further expansion of UFSM to P6 and P7. The finalisation of these plans is dependent on the value of funding we receive from Scottish Government (SG), once this figure is known the service is in a strong position to promptly finalise plans and roll-out of the next phase of UFSM to P6 and P7, and on the assumption funding will transpire from SG D&G Council have allocated an initial 600k relating to kitchen equipment/installation works regarding capital spend associated with P4-P7 introduction /preparation, while further investment will be required as to ensure full delivery of this initiative is sustainable. Uptake of FSM has fallen across Scotland since 2020 but DG Council continues to have higher than Scottish average levels of uptake for paid and free meals. Education and Learning Committee will consider a paper on 1 Dec where the strategies in place to increase FSM uptake are set out.

Digital Exclusion
The Council continues to lobby for the funding for the 1:1 device commitment from Scottish Government being made available to Councils and prevent digital exclusion for pupils. The Headteacher Strategy Group has recognised the Council investment in digital infrastructure over the past 24 months and has agreed an approach to prioritise this within school improvement planning into next session. Education Scotland have been engaging in driving digital learning in schools across Scotland and they are seeking a Local Authority to work with them to determine the digital framework that needs to be developed around the Government's commitment to provide 1:1 devices. Due to the infrastructure developments that have been implemented in D&G in order to create a landscape for learners without barriers (virtual desktop), Education Scotland and Scottish Government are supportive of this pilot being within D&G.

Poverty Related Attainment Gap
The Stretch Aims for Dumfries and Galloway Council for the reduction in the poverty related attainment gap have been agreed by Scottish Government and were reported to Members within the Performance Report for Education and Learning on 20 September, and are available here. These aims will form the basis of all School Improvement Performance discussions for the session; performance reports will be considered by Members to all Area Committees

		during November and to Education and Learning Committee on 1 December. The Council's analysis of PEF spend has been finalised and reported to Scottish Government, and this data is available here.
Local Housing Strategy	Jamie Little	- Strategic Housing Investment Plan – delivering new homes via the Affordable Housing Supply Programme - Energy Efficient Scotland: Area Based Scheme – Capital works to improve energy efficiency of homes and reduce fuel costs - Town Centre Living Fund – Supporting creation of additional affordable homes within walking distance of existing services - Registered Social Landlords – Support services in place to assist with fuel bills, food costs, benefits advice etc.
Poverty & Inequalities Strategy	Mark Molloy	**D & G Poverty & Inequalities Partnership – Priority Projects to Tackle the Rising Cost of Living** **Sub Group 1: Tackling Severe Poverty & Destitution & Building the Capacity of Individuals and Communities to Tackle Poverty** - Cash First Leaflet produced which emphasises the role of the Scottish Welfare Fund and other advice providers as the first point of call for those experiencing financial difficulties. - Mapping Exercise of all Food Providers (including Food Bank & Pantry Provision) throughout the Region & supporting to ensure that all are added onto the Third Sector D & G Locator Map. - Piloted training designed to build the capacity of front line staff across statutory and community organisations to identify and refer people in need of poverty related support to all organisations who can provide. - Hard to Reach residents who are at risk of food insecurity are contacted to communicate key messages about support for people facing or at risk of both poverty & destitution & to increase the awareness of advice and support services. - All organisations who support people in poverty review all of their information currently listed under the Dumfries and Galloway Third Sector Locator Map to ensure it is accurate and up to date. - Information on Digital Inclusion Projects operating across the Region is collated and disseminated to partners for onward sharing to provide more digital devices and internet connections to those in need. - Support to the Hub to continue to deliver their Home Heating Advice Scotland Scheme which makes direct payments to utility companies on behalf of people using various fuels within their homes. **Sub-Group 2: Maximising Income and Reducing Debt of People in Poverty** - Development of additional Online Information by all support organisations on all avenues for help and support for anyone facing any form of poverty or deprivation.

- Outreach Work is restarted and expanded to bring together all agencies including Job Centre Plus, RSL's, DAGCAS etc to offer support at key locations across the region including all Food Banks / Food Providers.
- DAGCAS further develops the Outreach Work it delivers with local foodbanks.
- Referral to Advice Agencies is embedded within the delivery of the new Home Teams Approach being taken forward by Dumfries & Galloway Health and Social Care Partnership.
- Increase the levels of early intervention by all agencies by increasing referrals between organisations to provide a seamless level of support to all support provision available.

Sub-Group 3: Reducing Financial Pressures on People in Poverty

- Stranraer and Solway Credit Union provide detailed information about their Services to all Loreburn & Wheatley Group (DGHP) Tenants to encourage low cost affordable loans to reduce the number of individuals taking high cost doorstep or illegal loans to cover basic costs.
- Multi-Agency Campaign is focussed on the reducing the impact of the significant Energy Price Rises with dedicated pathway for referrals to all agencies, grants and support which is currently available plus support to access all of these funding streams.
- Advice organisations and organisations working with people most at risk of fuel poverty to expand relationships with Home Energy Scotland and increase the number of referrals to access grant support to help with rising energy costs.
- All Sub-Group Partners will be working with Home Energy Scotland to deliver a series of Roadshows within the Region in a range of locations with support available to residents on a face to face basis.
- Our Sub-Group will be approaching Community Windfarm Trusts within each area of our region to explore the possibility of funding being allocated to local communities or existing Energy Support Schemes to increase the amount of grant funding / direct payments to families & individuals facing fuel poverty.

Dumfries & Galloway Poverty & Inequalities Partnership Communications Sub-Group:

- Development and launch of new dedicated Cost of Living Website which features all support available throughout our Region from all partners with information available in simplest format and quickest links.
- Delivery of Challenge Poverty Week 2022 with resulting bank of information, videos, advice and guidance which is available online throughout the coming year.

Dumfries and Galloway Council – Poverty and Inequalities Team Projects

- Continued delivery of the Advice and Information Services Commission by Dumfries & Galloway Citizens Advice Services, supported by Dumfries and Galloway Council, which includes Income Maximisation, Benefit Maximisation and Debt Advice and guidance.

		• Delivery of Emergency Energy Payment Assistance Programme which offers £200,000 of energy top up's to the most vulnerable within our Region. • Delivery of the Free Warm Winter Clothes Programme during November 2022 which will offer free Warm Winter Clothes to all families and individuals at various locations throughout our Region.

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 November 2022

CURRENT KEY STRATEGIC ISSUES UPDATES

<u>**ITEM 7**</u>

Author: **Stephen Jack, Lifelong learning Manager**	**Responsible Senior Officer:** **Richard Grieveson, Head of Community Services**

1. Situation:

1.1 This report provides the quarterly updates on the Plans and Strategies which contribute to the LOIP.

2. Background:

2.1 The Board has identified twelve key Strategies and Plans that support the Local Outcomes Improvement Plan as follows:

- Children's Services Plan
- Community Justice Improvement Plan
- Community Learning and Development (CLD) Partners' Strategic Plan
- COVID Recovery Plan
- Employability and Skills Plan
- Health and Social Care Strategic Plan
- Local Child Poverty Action Report
- Local Development Plan 2
- Local Housing Strategy
- Poverty and Inequalities Strategy
- Regional Transport Strategy
- South of Scotland Regional Economic Strategy

3. Key issues:

3.1 Lead officers for 9 of the Strategies and Plans have provided progress reports for this meeting and these are detailed in **Appendix 1.**

3.2 Some key issues to bring to Board members attention include:

Children's Services Plan
- Year 2 Children's Service's Plan now complete and will be sent to Scottish Government.

Community Justice Outcomes Improvement Plan
- The Local Community Justice Outcome Activity Template for Community Justice Scotland was completed and submitted by the required date.

Community Learning & Development Plan
- Following D&G's successful participation in the national Thematic Inspection during May 2022 the national evaluative report has just been launched:

[Responsive, supportive and resilient communities September 2022 | National Thematic Inspections | HM Chief Inspector Report | Inspection and review | What we do | Education](#)

[Scotland](#)

Employability & Skills Plan
- An abbreviated version of the Delivery Plan has been recently developed and approved.
- Workforce summit was held on 4 October with a summary report now available.

Health & Social Care Strategic Plan
- The results of the national Health and Care Experience Survey 2022 have been published by the Scottish Government. (https://www.gov.scot/publications/health-care-experience-survey-2021-22-national-results/)
- The Annual Delivery Plan for 2022/23 has identified the following anticipated risks and challenges for the year ahead:
  - Recruitment and retention challenges across all partner organisations
  - Pressures across the health and social care systems impacting on flow of patients through our hospital settings
  - Service demand built up during the pandemic
  - System-wide resilience of our people and partners
  - Historic budgetary pressures

Local Child Poverty Action Report (LCPAR)
- The 2021-2022 iteration of the LCPAR includes the most up-to-date local data in relation to child poverty and reports on activity during the reporting period, while also presenting a new 2022-2026 Action Plan for tackling child poverty and mitigating its impacts in Dumfries and Galloway. The LCPAR, inclusive of the new Action Plan, was agreed by Dumfries and Galloway Council on 29 September 2022 and NHS Board on 3 October 2022.

Local Development Plan
- The Development Planning team have started work on the LDP3 by monitoring the current LDP and gathering evidence for the next LDP. An indicative timetable for the preparation of LDP3 will be available in November once it's been approved by the Council's Economy and Resources Committee.

Local Housing Strategy
- The Council aims to put in place a Vacant and Derelict Land and Property Strategy that targets investment and development opportunities and allows the leverage of additional funding from sources such as the Borderlands Place Programme, the Place Based Investment Programme and the Vacant and Derelict Land Investment Plan to deliver sustainable end uses.

Poverty and Inequalities Strategy
- The Independent Chair of the Partnership, Professor Malcolm Foley, resigned from his post on 6 September 2022 due to personal reasons.
- At the most recent Partnership meeting held on Wednesday 12th October 2022, an Interim Chair was appointed (Mark Molloy, Service Manager, D & G Council) and a proposed Recruitment Process was reviewed and agreed by Partnership Members.

4. Recommendation:
Board Members are invited to;

4.1 Note the progress being made in relation to the key Strategies and Plans that support the Local Outcomes Improvement Plan as detailed in **Appendix 1**; and

4.2 Provide any constructive comments, feedback and observations that will be fed back to lead officers.

Appendices (3)
1 - Updates on key Strategies and Plans
2 - Final DG LEP Delivery Plan Abbreviated 202223
3 – D&G WFS Headlines Oct 22

Stephen Jack – Lifelong Learning Manager

UPDATES ON KEY STRATEGIES AND PLANS

<u>1. Children's Services Plan</u>

1.1 The Year 2 Joint Annual Report on our Children's Services was presented to Dumfries and Galloway Council at the end of September, and to NHS Board. The report will now be published on Dumgal.gov.uk, and sent to Scottish Government. The final report can be found at the link below.
https://dumfriesgalloway.moderngov.co.uk/documents/s42458/Childrens%20Services%20Joint%20Annual%20Report%202021-22%20Final%20Appendix.pdf

1.2 Development of our next Children's Services Plan is progressing with various engagement activities taking place. On 30 September an internal multi-agency partnership workshop was held, and this was followed by a further event on 7 October which was attended by representatives from Third Sector organisations; Parent Councils and also other Council, NHS and Police staff. Engagement with members of the Youth Council has taken place, and feedback is also being sought through an online survey.

Lead officer: Jim Brown, Chair Children's Services Strategic and Planning Partnership

2. Dumfries and Galloway Community Justice Outcome Improvement Plan

2.1 As per previous update the new National Strategy for Community Justice was published in June National Strategy for Community Justice - gov.scot (www.gov.scot). Recommendations on the revision of the national Outcomes, Performance and Improvement Framework (OPIF) have been prepared by Community Justice Scotland and submitted to Scottish Government for consideration; it is anticipated that local partnerships will receive early sight of this in January 2023 prior to formal publication on 1st April 2023. We have been advised that Scottish Government are considering possible implementation periods for the new OPIF and will advise on any potential further delays to publication of any new local Community Justice Outcome and Improvement Plan to enable them to baseline local activity to the new OPIF.

2.2 A local Horizon Scanning Workshop took place in October to consider national and local influences which may impact on development of the local Community Justice Outcome Improvement Plan. This was well attended by partners and consisted of PESTELO and SWOT analysis. The final draft of this will be presented at the November meeting of CJP for consideration.

2.3 The Local Community Justice Outcome Activity Template for Community Justice Scotland was completed and submitted by the required date (Appendix 1). This was a new template this year which required significant input from all partners and was coordinated by the Community Justice Partnership Manager. Next steps will be the development of a local, front facing Newsletter style Annual Report.

Lead Officer: Vikki Binnie, Community Justice Partnership Manager, Dumfries and Galloway Council

3. Community Learning and Development (CLD) Partners' Strategic Plan 2021 -2024

3.1 CLD Partnership updates
3.1.1 The September meeting of the CLD Partnership focused on the following key areas from the CLD Plan:
- Theme 2 – Learning, Skills & Employability
- Theme 9 - Workforce
- Theme 10 – Governance & Quality Assurance

3.2 Operational Updates
3.2.1 Theme 2 – Learning, Skills & Employability
3.2.1.1 Adult Learning Recovery Fund
A full evaluative report on the successful Scottish Government Adult Learning Recovery Fund has been prepared by Third Sector D&G and key highlights were shared at the September CLD Partnership meeting:
- 17 projects were funded in total
- Total awards of £39,000 were made
- 388 participants were positively impacted through the various projects

3.2.1.2 Some examples of activities were:
- Learners participating in basic ICT qualifications, employability qualifications;
- A Digital Skills Pilot which included transferable skills; group working communication and creative thinking;
- Building confidence in participants to use digital equipment and software to access new programmes;
- Learners taking part in various workshops and activities that aimed to support them to develop new skills. These were themed around areas they wanted to develop themselves i.e. life skills, DIY, budgeting and more;
- Creation of a lending and learning library for use by disabled people, comprising a variety of different digital devices;
- Planning and delivery of multi-sensory storytelling workshops for young people and adult learners with additional support needs / learning disabilities;
- This project, through a series of workshops and activities, aimed to directly address problems faced by those disproportionally affected during Covid-19. People with additional support needs and disabilities and their families.

3.2.1.3 Key learning points:
- Extend the timeline between announcement of fund and date by which monies need to be committed
- Support and enable organisations to deliver more tailored courses / sessions based on identified, not perceived, local need;
- Support organisations to understand the outcomes and how they can best meet them
- Specifically ask how organisations intend to meet the outcomes
- Clearer guidance on the completion of monitoring and evaluation forms, particularly on the measurement and recording of impact

- Improve the standing of volunteers so they are seen as a valuable resource rather than 'free help.'

3.2.2 Theme 9 - Workforce
Partners have worked together to help promote CLD related courses available at D&G College and this worked well in the first part of the year. On review of interest in NC and HNC courses due to commence in August 2022 and January 2023, numbers are lower than anticipated. Following positive discussions with the College it is felt that an alternative approach may yield better success by developing a modular approach to learning which may be more accessible to both young people and adult learners looking to progress a career in CLD. This will be a key action in plans for 2022/23.

3.2.3 Theme 10 - Governance & Quality Assurance
3.2.3.1 Following D&G's successful participation in the national Thematic Inspection which took place during May 2022 the national evaluative report has just been launched:
[Responsive, supportive and resilient communities September 2022 | National Thematic Inspections | HM Chief Inspector Report | Inspection and review | What we do | Education Scotland](#)

3.2.3.2 The key headline from the national report was:
"There is now a need to move from a reactive to a more proactive approach to community development. This should build on the experience of the pandemic and embedding the good practice that has improved the life chances of many in communities. Local authorities and partners should revisit their CLD plans to help ensure that priorities are consistent with the changing needs of communities, for example, in response to the cost of living crisis. This will help to inform reporting on progress and wider recognition of the key role that CLD has had during the pandemic and throughout recovery and beyond. Opportunities to reflect on and discuss the findings from this report with key stakeholders would be beneficial. This will help to secure a shared understanding of the strengths of approach and how the CLD sector can continue to improve."

3.3 Input into the South West Education Improvement Collaborative (SWEIC)
3.3.1 CLD Officers across D&G and the three Ayrshires continue to work together with Education colleagues to help integrate CLD into the curriculum. This has helped to progress meaningful discussions on the formation of the new SWEIC Plan with CLD having key inputs into the following key workstream areas:
- Getting it right for all learners (literacy, numeracy, wellbeing)
- Curriculum Innovation (Digital, Developing the Young Workforce, Early Years, Senior Phase)
- Equity and Equality for All (Wider Achievement, Outdoor Learning, Equity & Equality).

Lead Officer: Stephen Jack – Lifelong Learning Manager, Chair CLD Partnership

4. Employability and Skills Plan

4.1 Context
4.1.1 The purpose of the Dumfries & Galloway Local Employability & Skills Partnership (LEP) is to coordinate the approach to the provision of employment and skills services to meet the needs of local people seeking employment and employers through a shared commitment and collective leadership.

4.1.2 The No One Left Behind strategy promotes a strengthened partnership approach where national and local government work together with third and private sector training providers to identify local needs and make informed, evidence-based decisions, flexing these to meet emerging labour market demands.

4.2 Vision
BY 2025 DUMFRIES & GALLOWAY WILL HAVE A COLLABORATIVE, EFFECTIVE AND EASILY UNDERSTOOD EMPLOYABILITY AND SKILLS SYSTEM FOCUSED ON POSITIVE OUTCOMES WHICH ARE PERSON-CENTRED AND PROVIDE PATHWAYS TO SUSTAINABLE AND FAIR WORK

4.3 Update
4.3.1 Partnership Delivery Plan
At its September meeting Dumfries & Galloway's Local Employability & Skills Partnership agreed the abbreviated version of the delivery plan attached at **Appendix 2**.

4.3.2 Workforce Summit
4.3.2.1The Workforce Summit was held in Dumfries on Tuesday, 4th of October. The summit provided the opportunity to consider how to:
- raise awareness of key employment sectors in Dumfries and Galloway
- improve people's readiness to become valuable employees
- help employers understand the labour market and the need for fair work

4.3.2.2 A high-level summary is provided at **Appendix 3**

4.3.2.3 Employers, training providers and support services worked together to begin to develop an action plan which will give people in our region increased opportunities for Fair Work and help key sectors recruit and develop their workforce. Next steps will be to finalise the detailed report and recommendations from the day, and this will be shared with partners to ensure the key themes/issues identified across the various community planning sector workforce plans align and are tackled collaboratively.

4.4 No One Left Behind Delivery Update (including the Young Persons Guarantee)

*1. To drive forward and implement the shared ambitions and actions of No One Left Behind and the response to Covid and Brexit to ensure the **right support** is available in the **right way** at the **right time**, with a focus on delivery of the Young Persons Guarantee within an all-age employability support service*	
YPG	Young Person's Guarantee funded research by Sleeping Giants has been completed and initial report provided. A series of workshops will take place with the Young Person's Guarantee Partnership, Employer Engagement Partnership

	and Training Provider and Practitioner Forums to finalise recommendations. Initial report is available at: YPG Report Pre Recommendations_0.pdf (dgemployability.co.uk)
	Through the national employability Dynamic Purchasing System, a contract has been awarded to Let's Get Sporty to 'Re-Enage' young people currently not known to be in Education, Training or Employment and offer support.
	Partner Key Workers in Better Lives, The Usual Place, Volunteering Matters, Let's Get Sporty and Loreburn Housing are funded to provide one to one support for 97 young people.
NoLB	236 people aged 16-67 people are accessing one to one support via 8 Employment Key Workers in the council's Employability and Skills Service
	People supported by LEP funded delivery in each of the LEP priority groups are:

Young people aged 16-24	243
People with physical and mental health conditions including disabilities and additional support needs	76
People who are long term unemployed	25
Parents with children experiencing poverty	71
*Adds up to greater than total as people can be in more than one priority group	

2. To use a range of labour market data and evidence including the actual experience of service users to coordinate and inform decision making, identify priorities and support effective partnership delivery.

YPG	Employability Coordination Groups work ongoing to improve consistency and ensure all relevant partners in schools are involved
NoLB	No One Left Behind 25+ Partnership collating feedback from partners and using this with data to determine support needed. First level mental health support is a priority.
	Workforce Summit opened via context setting with data provided by DWP (Department for Work & Pensions) and Skills Development Scotland.

3. To agree shared local governance to streamline the employability landscape, support collaborative working and coordinate resources to improve opportunities and outcomes

PMO	The Partnership Management Office including Third Sector Dumfries and Galloway Employability Manager is supporting the Local Employability Partnership through delivery, coordination, building capacity of partners, monitoring and reporting.
NoLB	Long Term Unemployed programme with 47 placements being coordinated within council (11), third sector (17) and NHS (5). Challenges include fewer applications, a lack of placement capacity to support people who are not work ready and a mismatch between vacancies and aspirations/skills
	Parental Employment Support - as part of the Scottish Approach to Service Design eight parents experiencing barriers in accessing work are now in funded roles as Parental Key Workers working with and being supported by the council Employability and Skills Service to ensure people are at the centre of designing services to support them.
	The Employability Services Dynamic Purchasing system has re-opened for providers. PMO working to support organisations to register with a focus on third sector.

4. To set and monitor quality standards for employability provision and encourage compliance by providers	
	Performance reporting template provided to LEP by the partnership management office with information on funding, impact, and capacity - will be finalised based on feedback.

5. To encourage employers to adopt fair work principles and promote inclusive growth which is sustainable for people and planet	
	Equality and Impact Assessment of the LEP Delivery Plan shared with CPP Equality and Diversity Working Group. Links made to continue ongoing work as delivery develops.
	11 more young people started in employment supported via Employer Recruitment Incentives this second quarter (Jul-Sep 22). This requires employers
	Fair work was a theme of the workforce summit - video available to view here. Future 'Fair Work Employer of the month' releases planned.

Lead Officer: Lynne Burgess, Employability, Skills & Partnerships Manager, Economy & Development, Dumfries & Galloway Council

Appendix 2 – Final DG LEP Delivery Plan Abbreviated 202223
Appendix 3 - D&G WFS Headlines Oct 22

5. Health and Social Care Strategic Plan

5.1 Annual Delivery Plan

5.1.1 Annual Delivery Plan for 2022/23 described the local context for delivery, including the following anticipated risks and challenges:

- Recruitment and retention challenges across all partner organisations
- Pressures across the health and social care systems impacting on flow of patients through our hospital settings
- Service demand built up during the pandemic
- System-wide resilience of our people and partners
- Historic budgetary pressures

5.1.2 Many of the risks and challenges we anticipated have come to pass during the first 6 months of our efforts to deliver our ambitious plan. Specifically, we have seen sustained demand at the front door and continued demand on social care significantly impacting system flow. Further, whilst sickness absence continues to show rates lower than the national average, it is recognized, as a result of the sustained experience during the pandemic and the ongoing challenges now being faced, our staff and those employed by our partners are extremely fatigued, with a risk of increased absence over the winter period.

5.1.3 Despite this, we have seen positive progress against the Annual Delivery Plan and, with regards to our Winter Plan, we are focusing on the following actions:

- Discharge without Delay (Ref. 2022-DG004)
- Improving Mental Health Support (Ref. 2021-DG41)
- Care Closer to Home (Ref. 2022-DG025)
- New Models of Acute Care (Ref. 2022-DG063)
- Sustaining Planned Care (Ref. 2021DG3, 2022-DG006)
- Community Transformation (Ref. 2021-DG47, 2021-DG56, 2022-DG027, 2022-DG038)

5.1.4 Key achievements during Quarter 2 of particular note include the launch of 8 Home Teams during September 2022. People can be referred to Home Teams for the management and oversight of ongoing care and support needs. Similarly, Home Teams will in-reach into hospital to bring people home who are clinically well, at a much earlier stage in their journey. Assessments will be undertaken in the persons own home environment to reflect a more accurate assessment of their needs.

5.1.5 Additionally, valuable work is also progressing in relation to care and support at home where we have developed a twelve week plan in response to winter. The key areas of focus include:

- Community Waiting Times Team
- New model for commissioning care and support that offers greater flexibility and autonomy to Provider Partners so that they can safely increase their workload within the limits of the capacity available to them
- Developing plans for the future role, remit and capacity of our in-house care and support service
- Our Discharge without Delay Programme commenced in September 2022, with the planned date of discharge work being closely managed and monitored through daily scrutiny meetings with key stakeholders, while weekly oversight meetings provide a regular but more periodic focus for learning and refinement of approach.

5.1.6 In terms of urgent and unscheduled care, a review of out of hours services is underway with short term measures established to include; implementation of a Paramedic model, remote triage and improved use of alternative unscheduled care pathways through communication tools.

5.2 Health and Care Experience (HACE) Survey

5.2.1 The results of the national Health and Care Experience Survey 2022 have been published by the Scottish Government. (https://www.gov.scot/publications/health-care-experience-survey-2021-22-national-results/)

5.2.2 The Health and Care Experience Survey was conducted by Public Health Scotland on behalf of the Scottish Government in November 2021. This national survey is carried out every 2 years to provide feedback on people's experience of primary care services and social care in the community in the previous 12 months. Feedback was gathered using a postal survey sent to a random sample of the adult population in Scotland, registered with a GP. The survey is conducted independently of local structures enabling comparable Scottish data to be reported.

5.2.3 Questions related to the IJB performance framework are included in the survey and responses help to provide an indication of how well the Partnership is achieving its strategic objectives and outcomes.

5.2.4 13,761 surveys were sent to people registered with a GP in Dumfries and Galloway, generating 4,565 responses. This equates to a local response rate of 33%. This can be considered a good response to a survey of this nature. It is higher than the average response rate of 24% across Scotland.

5.2.5 On the whole, responses from people in Dumfries and Galloway suggested a more positive experience of health and social care in the community than those reported across Scotland. However, levels of satisfaction across Primary Care, Out of Hours Care and Social Care remained as they were in the previous survey (carried out in 2019) or fell to a lower level. The only indicator to show improvement in satisfaction was related to seeing a physiotherapist in the GP Practice. This pattern was reflected in the national results.

5.2.6 The survey took place at a time when there had been many changes in the way in which services operated during the Covid-19 pandemic. These changes may have impacted on people's experience and level of satisfaction.

5.2.7 In Dumfries and Galloway, 75% of people rated the overall care provided by their GP practice positively. Whilst this was above the Scottish average of 67% it was a decrease from 84% in the previous survey.

5.2.8 The largest percentage point drop in people rating their experience positively was in Out of Hours care. 69% of people in Dumfries and Galloway rated their overall experience of Out of Hours Care as positive. Although this was similar to the national average it was a drop from 81% in the previous survey.

5.2.9 The overall experience of social care and support received the lowest positive rating with 68% of people in Dumfries and Galloway regarding this positively. This remains higher than the national average but was a decrease on the previous survey, falling from 75%.

5.2.10 Previously concern has been expressed about the experience of unpaid Carers in the region. This most recent survey highlighted that 18% of the people responding provided regular, unpaid care for a family member or friend, in line with the national average. 31% of these people reported that they felt supported to continue in their caring role. This was a drop from 35% in the previous survey but not reported to be a significant decrease. 27% of people currently providing unpaid care felt that they did not have the support necessary to continue with this.

5.2.11 The survey provides detail of people's experience of accessing health and social care services in the community and also information on how they accessed these services. This information is likely to be useful to different teams across the Partnership such as:
- H&SC Governance and Performance Group
- Healthcare Governance Committee
- Community Transformation Programme Board
- Primary Care Transformation Programme Board
- Community Health and Social Care Leadership Meeting

5.3 Integration Joint Board's Annual Performance Report 2021/22
5.3.1 Integration Authorities are usually required to publish their Annual Performance Reports (APR) by the end of July each year. Due to the impacts of the COVID-19 pandemic on the services and supports that we provide, and on the staff and partners providing them, there has been limited capacity to produce and publish our report for 2021/22 to the usual statutory timescale. Therefore, in accordance with the Coronavirus (Scotland) Act 2020, the publication of the APR has been postponed. The Integration Joint Board will review and the APR at their meeting on 08 December 2022 and, pending approval, the report will be published publically shortly after.

5.3.2 As in previous years, the Health and Social Care Partnership will be holding an annual review. The planning for this year's review is underway. The review will be a virtual event and will be focused on questions submitted by the public. The date for the review is to be confirmed however, it is expected to take place in late January or early February 2023

Julie White, Chief Officer, Health and Social Care

6. Local Child Poverty Action Report

6.1 The Child Poverty (Scotland) Act 2017 introduced an annual requirement for Local Authorities and Health Boards to jointly prepare a Local Child Poverty Action Report (LCPAR) which notes progress and reflects on the work undertaken over the preceding year, and also sets out an action plan for the year ahead.

6.2 The 2021-2022 iteration of the LCPAR includes the most up-to-date local data in relation to child poverty and reports on activity during the reporting period, while also presenting a new 2022-2026 Action Plan for tackling child poverty and mitigating its impacts in Dumfries and Galloway. The LCPAR, inclusive of the new Action Plan, was agreed by Dumfries and Galloway Council on 29 September 2022 and NHS Board on 3 October 2022.

6.3 Key achievements of 2021-2022 highlighted in the Report are:
- A client gain of over £10 million through the support offered by our Financial Wellbeing Service;
- An increase of over 600 children registered to receive Free School Meals, which enables families to claim additional grants;
- Additional support was provided to vulnerable families coming to the attention of Social Work Services as a result of the pandemic;
- Time for Inclusive Education campaigns were delivered in all of our secondary schools to support individuals with protected characteristics;
- Various projects delivered to reduce digital exclusion, including support for a digital device refurbishment project;
- Continuation of the emergency fuel top up scheme and other projects to tackle fuel poverty;
- Publication of a leaflet to promote the range of financial support and welfare services available locally for families accessing food banks;
- 77.2 tonnes of food acquired through Fareshare which in turn enabled foodbanks to provide essential supplies for over 180,000 meal portions;
- Direct referral of parents and carers from health services for advice and support with income maximisation and benefit applications;
- Robust planning and reporting arrangements for Pupil Equity Funding to reduce inequality of educational outcomes and improve experiences for identified children and young people for all schools in receipt of this strand of Scottish Attainment Challenge funding;
- Free school uniforms and warm winter clothing continued to be provided to children and families in need;
- Online period dignity project offered home delivery of free sanitary products to everyone across the region; and
- Awareness raising sessions were delivered to Health and Social Care staff so that they could be supported to consider the financial wellbeing of the people that use services.

6.4 The LCPAR and 2022-2026 Action Plan as presented to Dumfries and Galloway Council is available here. The LCPAR will shortly be published online following a graphic design process and has been made available to Scottish Government as required.

6.5 The 2022-2026 Action Plan should also be considered alongside the Action Plans of Sub-Groups 1, 2 and 3 of the Poverty and Inequality Partnership, as when considered together these reflect the totality of future plans in relation to Poverty and Inequalities.

6.6 A report will be presented to Community Planning Executive Group in December 2022 to seek endorsement of future partnership arrangements in relation to child poverty which would see Sub-Group 4 of the Poverty and Inequalities Partnership becoming a permanently established group.

Lead Officer: Gillian Brydson, Director of Skills, Education and Learning, Dumfries and Galloway Council

7. Local Development Plan 2

7.1 Background
The Council's Local Development Plan (LDP) guides the future use and development of land in towns, villages and the rural area. It is a corporate document for the Council (as planning authority) and its Community Planning Partners. The Plan applies the land use elements of the Community Plan (LOIP) and other Council and Government strategies into an overall spatial plan for the region, providing a means to join up messages about place, people, and delivery. LDP2 was adopted in October 2019 and is available on the Councils website at www.dumgal.gov.uk/ldp2

7.2 National updates
7.2.1 Draft National Planning Framework 4
The Scottish Government has advised that National Planning Framework 4 (NPF4) will be laid in Parliament at the end of autumn. Once adopted NPF4 will form part of the Development Plan and will have the same weight in the decision-making process as the Council's Local Development Plan - LDP2. It will also have a significant impact on the shape and content of the Council's next Local Development Plan - LDP3.

7.2.2 Local Development Plans
7.2.2.1 The Development Planning team have started work on LDP3 by monitoring the current LDP and gathering evidence for the next LDP. We will also publish an indicative timetable for the preparation of LDP3 in November once it's been approved by the Council's Economy and Resources Committee. The timetable will only be indicative as adoption of NPF4 and publication of LDP secondary regulations may be delayed or the content significantly altered from what was in either of the drafts. Should that be the case we will publish an updated Development Plan Scheme timetable.

7.2.2.3 The Planning (Scotland) Act 2019 requires the LDP to take the Local Outcomes Improvement Plan (LOIP) into account. The Planning Act also removed the requirement for the LDP to provide a vision statement. This was to avoid creating any potential conflict or confusion with a separate vision for an area, in the expectation that the plan will contribute to the priority outcomes set out in the LOIP. The outcome of the LOIP mid-term review will be a key aspect of the work to develop LDP3.

7.2.2.4 A project board is in the process of being established to oversee, manage, and contribute to the plan preparation process. Membership will comprise relevant Council services and external partners. The board will meet on a regular basis.

Lead Officer: Shona McCoy, Team Leader, Local Development Plan, Dumfries and Galloway Council

8. Local Housing Strategy

8.1 Homelessness and Housing Pressures

8.1.1 The 29 September 2022 meeting of Full Council received an update from Strategic Housing, and the Housing Options Homeless Service detailing the ongoing impact of the current economic situation on the delivery of these statutory functions. The report also highlighted some of the development constraints across the region and work that is underway to resolve these issues.

8.1.2.During the pandemic there was a steady rise in homeless presentations, due to the current economic climate, this demand has escalated further since April 2022. There has been a rise in all household make up types and age groups presenting to homeless, however there are a few groups of particular concern. Historically the majority of presentations come from single applicants, and while 70% of current applications are still from this group, there has been a rise in families in homelessness. As at the end of June 2022 there were 123 children included on homeless applications, compared to 89 pre pandemic.

8.1.3 A number of significant challenges are currently impeding delivery of new affordable homes including rising costs, limited construction sector availability and the geographical location of some areas of high demand. The Council is taking a pro-active approach to resolve these issues, by identifying additional funding streams, working with partner organisations to improve affordable house building in the region and prioritising areas for identification of pipeline projects.

8.2 Strategic Housing Investment Plan

8.2.1 The core purpose of the Strategic Housing Investment Plan (SHIP) is to set out the key priorities for affordable housing development in the region and identify the resources required for delivery in alignment with the objectives of the LHS. This is supported by funding from the Scottish Government's Affordable Housing Supply Programme (AHSP), for the 4 year period from 2022/23 – 2025/26, Dumfries and Galloway Council have been allocated £82.7 million.

8.2.2 Affordable, energy efficient homes make a significant contribution to tackling poverty, reducing household costs and therefore increasing people's ability to buy every day essentials. The 1 September 2022 meeting of the Economy and Resources Committee agreed the annual SHIP review for 2022, and to include two new sites in the west of the region. The SHIP has been through a period of consultation with the Council's development partners ahead of submission to the Scottish Government.

8.3 Vacant and Derelict Land and Property Strategy

8.3.1 The Council aims to put in place a Vacant and Derelict Land and Property Strategy that targets investment and development opportunities towards these locations and allows the leverage of additional funding from sources such as the Borderlands Place Programme, the Place Based Investment Programme and the Vacant and Derelict Land Investment Plan to deliver sustainable end uses. The Strategy shall also highlight statutory powers and allow for further co-ordinated collaborative action amongst public bodies to protect from risks that arise at these locations.

8.3.2 Elected Members have previously agreed a consultation mandate to assist take this work forward, setting out a programme of stakeholder engagement, including community conversations and a workshop with partner organisations such as Police Scotland, and the Scottish Fire and Rescue Service. This work took place during the summer, with over 800

responses gathered, and the findings will be used to support the development of a draft strategy that will be presented for Elected Member consideration at the 15 November meeting of the Economy and Resources Committee.

8.4 Energy Efficient Scotland: Area Based Scheme (ABS)

The Scottish Government funded ABS scheme assists homeowners, and people living in the private rented sector to reduce fuel poverty and carbon emissions. This is achieved primarily through the installation of energy efficiency measures such as solid wall insulation. The Scottish Government has allocated Dumfries and Galloway £2.37 million capital funding in 2022/23. The Council's 14 June 2022 meeting of the Economy and Resources Committee agreed the target projects for delivery during this financial year. In the first eight years of delivery, there were more than 1,800 energy efficiency measures installed across Dumfries and Galloway, saving over 73,000t of carbon in their lifetime and resulting in fuel bill savings in excess of £17m.

Lead Officer: Jamie Little, Strategic Housing Investment, Economy and Resources Directorate, Dumfries and Galloway Council

9. Poverty and Inequality Strategy 2021-26

9.1 Update on Interim Chair arrangements

9.1.1   The D&G Poverty & Inequalities Partnership continues to meet on a monthly basis (via Microsoft Teams) to help drive forward the actions identified in our supporting Strategy. Since our last update the Independent Chair, Professor Malcolm Foley resigned from his post on 6 September 2022 due to personal reasons.

9.1.2   At the most recent Partnership meeting held on Wednesday 12th October 2022, an Interim Chair was appointed (Mark Molloy, Service Manager, D & G Council) and a proposed Recruitment Process was reviewed and agreed by our Partnership Members. A new Recruitment Sub-Group has been formed with their first meeting to be held in November 2022. Interviews for the Post of Chairperson will be held in December 2022 with the announcement of the new Chair in January 2023.

9.2 Prioritisation of Sub Group Projects

9.2.1   During our Partnership Meeting held on 12th October 2022, all three Sub-Groups identified and agreed Key Projects which would be prioritised due to the continuing rising costs of living and challenges which we are all facing at this time. These Key Projects would be added into a Priority Project Action Plan which will be reviewed at each Partnership Meeting over the next few months to ensure that we are making the greatest impact that we can at this very challenging time. These priority projects will allow us to move to a more high level reporting to the community planning partnership from its next meeting as the reporting will be focussed on the priory projects allowing for greater scrutiny.

9.3   Dumfries & Galloway Poverty and Inequalities Partnership Communications Sub-Group

9.3.1   The new Dumfries and Galloway Poverty and Inequalities Partnership Communications Sub-Group has also been formed which includes Communication Officers from Dumfries & Galloway Council, NHS Dumfries & Galloway, Third Sector Dumfries & Galloway and Dumfries and Galloway Citizens Advice Service. This Sub-Group is delivering a co-ordinated approach to the delivery of our overall Strategy and successfully co-ordinated all activities for Challenge Poverty Week 2022 which took place from Monday 3rd October 2022 – Sunday 9th October 2022.

9.3.2   A draft Programme of activities was submitted to the Partnership for review and approval on 7th September 2022 and then successfully delivered regionwide by the Sub-Group. A new edition to this years' programme was the offer of Free Film Screenings of topical and family films which took place in both Dumfries and Stranraer.

9.3.3   The last of these which was held on Sunday 9th of October 2022 and featured six screening of Episodes of "Skint" included a Panel Discussion which was chaired by Dr. Peter Kelly, Chief Executive of the Poverty Alliance and also included the writer and Director of "Skint" James Price along with Linsey Little, who represented both Dumfries and Galloway Council and our Poverty and Inequalities Partnership.

9.3.4   Donations of items for our partner Food Banks were requested and a number were received at both locations which were then distributed onto local foodbanks within the Stranraer and Dumfries area.

9.3.5   A full Evaluation and viewing figures for this Campaign Awareness Raising Week will be presented to a future Meeting of the partnership by members of the Communication Sub-Group.

9.4   Performance Update

9.4.1   The partnership has developed a new Monitoring and Evaluation Framework for our Dumfries and Galloway Poverty and Inequalities Strategy which was agreed by the Partnership during our Meeting on 25th May 2022.

9.4.2   This new Framework which includes all projects which are contained within each of our four Sub-Group Action Plans will be measured and reported on to the CPPB.

9.4.3   The first Annual Report from our Dumfries and Galloway Poverty and Inequalities Partnership was presented to the Community Planning Executive Group on Wednesday 24 August 2022 with feedback received being relayed at to Partnership members.

9.5   Supporting our Tackling Poverty Reference Group Volunteers

9.5.1   Our Tackling Poverty Reference Group Volunteers continue to receive a range of supports from Dumfries and Galloway Council.

9.5.2   A new Programme of events and activities as well as consultation sessions have been arranged for the remainder of this year. Elections for the Post of Chair & Vice Chair of the Reference Group are also planned to be held in January 2023.

9.5.3   This includes Consultation Events, support to Grant Scoring Panels and to new projects to ensure that barriers are removed to allow anyone facing any forms of poverty to easily access the support they urgently require. Two new Volunteers who first attended the TPRG Meeting in June, have proven to be very willing to help in all of the volunteering opportunities which are available. This has included Volunteering at one of our Free Back to School Uniform Events in Castle Douglas as well as providing a lived experience of poverty which was invaluable in completing an Impact Assessment by our Council and the NHS on our draft annual Child Poverty Action Plan Report.

9.6   Free Back to School Uniform Events

9.6.1   During August 2022, four Free Back to School Uniform Events were held across our Region (Stranraer, Castle Douglas, Dumfries & Annan) which offered a wide range of new and pre-loved school uniforms for both Primary and Secondary School Pupils together with free Haircuts on the day. Over 500 family members attended these events and over 4,000 of Free School Uniforms were collected by families during these events, In addition, Free Haircuts were provided at the Dumfries, Annan and Stranraer Events which saved all parents the costs of Professional Haircuts prior to the young people returning to school.

9.6.2   We have also successfully developed with partners 6 Permanent Free Uniform Stores throughout our Region and are actively marketing this to all Schools and support organisations to ensure that these can be accessed as much as possible for any families at any-time. Donations are still continuing to be received in and all are directed to the following locations:

- Reuse Recycle, Enterprise House, Fountain Way, Stranraer
- Newton Stewart Initiative Community Shop, Dashwood Square, Newton Stewart
- Dalbeattie Community Initiative, 71 High Street, Dalbeattie
- Action for Children, Kirkfield, Greystone Avenue, Kelloholm

- Poverty & Inequalities Team Free Uniform Store, Loreburn Hall, Newall Terrace, Dumfries
- Newstart Recycle, Provost Mill, North Queensberry Street, Annan

9.6.3 Plans are also well underway for the delivery of a series of Free Warm Winter Clothes Events during November 2022 which will be delivered by our Dumfries and Galloway Council Poverty and Inequalities Team with support from all project partners.

Lead Officers:
Mark Molloy, Service Manager, Dumfries and Galloway Council & Interim Chair of Dumfries and Galloway Poverty and Inequalities Partnership
Wendy Jesson, Poverty and Inequalities Development Officer, D & G Council

Dumfries and Galloway

Local Employability & Skills Partnership

Delivery Plan

2022-2027

dgemployability.co.uk

Foreword

To be included: foreword by Chair of LEP (Local Employability & Skills Partnership) (Chair of Economy and Resources Committee) providing context for LEP and delivery plan tbc

Introduction

Dumfries & Galloway's Local Employability & Skills Partnership is transforming as part of a Scotland-wide transition to a better aligned and integrated employability support system.

In December 2018, Scottish and Local Government signed a Partnership Agreement to support this shared ambition of transformational change. The strengthening of our local partnership is key and we, along with all 32 Local Employability Partnerships, have developed Local Improvement Action Plans to support this.

Partnership members include Dumfries and Galloway College, Skills Development Scotland, Third Sector Dumfries and Galloway, Developing the Young Workforce Regional Group, Dumfries and Galloway Council and Department for Work and Pensions. Our partnership provides a multi-agency approach with shared objectives, collaboration, the pooling of resources, and collective leadership.

Dumfries & Galloway's Local Employability & Skills Partnership exists to coordinate our local approach to the provision of employment and skills services and to ensure these meet the needs of local people seeking employment, employers, and business groups.

We have developed this strategic delivery plan to cover the five-year period until 2027 to develop and support our place-based approach and to improve local co-production, co-commissioning, and stakeholder engagement.

The plan is informed by local data and analysis enabling us to identify priority groups and focus support where it is needed most – retaining the core purpose of tackling labour market inequalities and supporting those at risk of being left behind to move closer to and into sustainable and fair work.

Our partnership vision is that **by 2025 Dumfries & Galloway will have a collaborative, effective and easily understood employability and skills system focused on positive outcomes which are person- centred and provide pathways to sustainable and fair work.**

Dumfries and Galloway's Local Employability & Skills Partnership Governance Structure

The diagrams below provide an overview of the current governance and reporting arrangements between the Dumfries and Galloway Local Employability & Skills Partnership and other key Community Planning Partnerships.

Thematic partnerships contributing to the Local Outcomes Improvement Plan

Children's Services Strategy and Planning Partnership
Community Learning and Development Partnership
Employability and Skills Partnership
Integration Joint Board
Poverty and Inequalities Partnership
Safer Communities Partnership
South of Scotland Regional Economic Partnership
Strategic Housing Forum

Stakeholder Group

Dumfries and Galloway Community Planning Partnership Board

Community Planning Executive Group

Community Planning Thematic Working Groups

Equality and Diversity
Participation and Engagement
Resettlement Project Board

Community Planning Locality Hubs

Annandale and Eskdale
Nithsdale
Stewartry
Wigtown

The diagrams below provide an overview of the current governance and functions of the Local Employability & Skills Partnership, Dumfries and Galloway Council as lead accountable body and the subgroups tasked with implementing the delivery plan and reporting on progress.
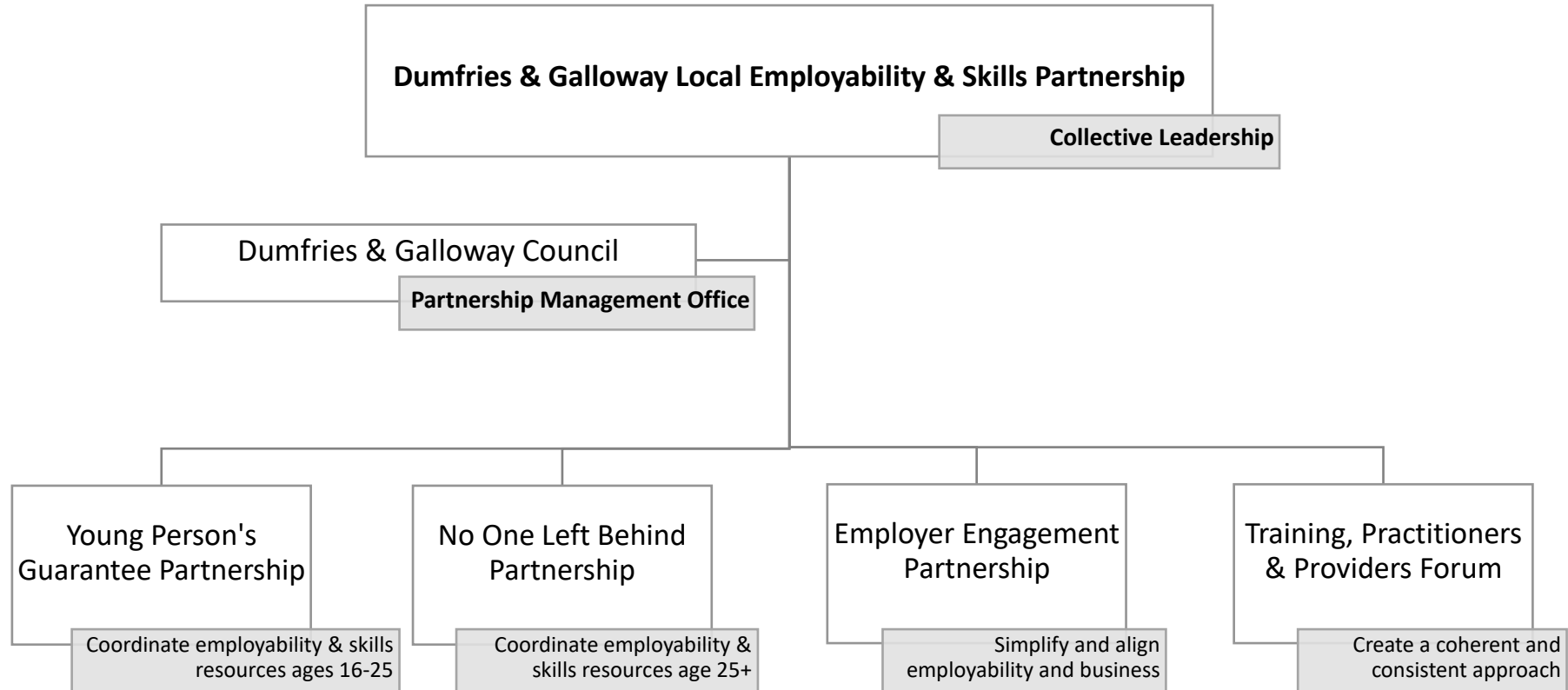
- Documents will be available from the partnership website.
- There is also a Third Sector Employability Forum which is aligned with the Training, Practitioners & Providers Forum.

Dumfries & Galloway Local Employability & Skills Partnership – Skills Pipeline

A range of organisations deliver and/or fund employability support in Dumfries and Galloway. Full details are available via the Directory of Services on our partnership website

Dumfries & Galloway Council	Department for Work & Pensions	Skills Development Scotland	Dumfries & Galloway College
NHS Dumfries & Galloway	Community Learning and Development	Scottish Government	Scotland's Rural College (SRUC)
Citizens Advice Bureau	South of Scotland Enterprise	Fair Start Scotland	Third and Voluntary Sector

- Key Worker Services (LEP partners)
- DWP (Department for Work & Pensions) Youth Hubs
- Fair Start Scotland (NOLB (No One Left Behind) Phase 3)
- Growing Rural Talent
- Private, Third & Voluntary Sector Providers & Practitioners

- Employability Support Services
- Advice Services
- Small Grant Programmes
- Employability Pathway
- Sector Based Work Academies
- National Third Sector Fund

Our vision is that

by 2025 Dumfries & Galloway will have a collaborative, effective and easily understood employability and skills system focused on positive outcomes which are person- centred and provide pathways to sustainable and fair work

delivered through our objectives:

*To drive forward and implement the shared ambitions and actions of No One Left Behind and the response to Covid and Brexit to ensure the **right support** is available in the **right way** at the **right time**, with a focus on delivery of the Young Persons Guarantee within an all-age employability support service*

To use a range of labour market data and evidence including the actual experience of service users to coordinate and in-form decision making, identify priorities and support effective partnership delivery.

To agree shared local governance to streamline the employability landscape, support collaborative working and coordinate resources to improve opportunities and outcomes

To set and monitor quality standards for employability provision and encourage compliance by providers.

To encourage employers to adopt fair work principles and promote inclusive growth which is sustainable for people and planet

Dumfries and Galloway's Workforce

Dumfries and Galloway has a substantial pool of hidden talent. Our Local Employability & Skills Partnership will focus on enabling people who are currently outside of the labour market to find opportunities in our region's thriving economy. Our analysis[1] estimates the following labour market groups are where support could have an impact:

There is a large number of working aged people in Dumfries and Galloway who are not in employment. Given the right conditions and support, many of these people could be employed in an inclusive, fair and diverse local economy. Our service aims to reach out to those who would like our support:

Dumfries & Galloway

24,500
29% and 3 out of 10 working aged people in Dumfries and Galloway could participate in employment

2,700 Unemployed

5,900 Economically inactive who want a job

15,900 Economically inactive who do not want a job

Among those not participating in employment or in low pay include:

1,300 Unemployed people who are Equality Act and Work-limited disabled

11,500 Economically inactive people who are disabled

7,400 People aged 16 plus with poor mental health (life satisfaction)

4,180 People on Universal Credit and in employment

---

[1] Sources include: DWP Stat Xplore, End Child Poverty; NOMIS; ONS; Scottish Government; Skills Development Scotland; UK Government. Analysis undertaken June 2022.

Measuring our impact

In real terms, we aim to achieve the following improvements in our priority groups:

Fewer children in workless households /experiencing poverty	More people with physical and mental health conditions including disabilites and with additional support needs in work	More young people in positive destinations particularly those who are care experienced.
Fewer long term unemployed people	Place focus on: Lochside & Lincluden Dumfries Central Stranraer West Summerville Annan East Upper Nithsdale	Fewer employers and SMEs facing skills shortages

Key performance indicators linked to priority groups will be monitored by the Partnership supported by ongoing analysis – click here for our most recent Partnership Data

Priority	Measure	Benchmark (D&G, *Scotland*)
Young people most at risk of not participating in education, training, or employment especially those who have care experience	✓ Annual Participation Measure (16–19) ✓ *Monthly Participation Snapshot*	**93.1% (2021)** *92.2% Scotland* **92.3% (04.22)** *90.7% Scotland*
Those with physical and mental health conditions, including disabilities and additional support needs	✓ Employment Rate for disabled people ✓ Disability Employment Gap	**43.1% (2021)** *50.6% Scotland* **38% D&G** *30.5% Scotland*
Those who are long term unemployed	✓ Claimant Count Rate/Number ✓ Long term Claimant Count ✓ Percentage of people on the Claimant Count for more than 12 months	**3.5% and 2985 people (March 2022)** **2.4% and 2082 people (March 2022)** **69.7% (March 22)** *67.7% Scotland*
Families, with children, experiencing poverty	✓ Child Poverty Rate ✓ Number of children living in poverty	**18.4% (2021)** *Scotland 15.9%* **6205 (2019/20)**
Employers and SMEs in Dumfries & Galloway especially those businesses facing skills shortages	✓ Job postings in Dumfries & Galloway ✓ Businesses experiencing labour shortages (South of Scotland)	1168 (March 2022) 49% (Nov 2021)

Economic Indicators linked to subgroup priorities:

YPG subgroup	Number of apprenticeships within Dumfries & Galloway	563 starts (20/21)
25+ subgroup	Proportion of adults, in Dumfries &Galloway, aged 16-64 with low or no qualifications	8.8% (2021)
Employer engagement	Number of living wage employers in Dumfries and Galloway	35 (Living Wage Scotland)
Training Providers & Practitioners Forum	Number of employability providers active in Training, Practitioners & Provider Forum	45 organisations

Delivery Plan 2022-2027 - Strategic Goals

one - to drive forward and implement the shared ambitions and actions of No One Left Behind and the response to Covid and Brexit to ensure the right support is available in the right way at the right time, with a focus on delivery of the Young Persons Guarantee within an all-age employability support service

Provide strategic direction to:	Measures of success[2] (to be developed in line with delivery plan review)	Timescale
align funding and facilitate coordination of services	A wide range of quality employability provision is available and accessible across all stages of pipeline and across Dumfries & Galloway	April 2024
ensure a range of activities are delivered by local providers both directly and in partnership	There is an increased range of employability pipeline provision by local partners supporting a place-based approach	April 2024
ensure our citizens can access the support and opportunities they need to engage, participate, and progress into a sustainable positive destination across all priority groups	• Improved Participation Measure • Increased employment rate for disabled people • Long term Claimant Count rate decreased • Reduction in Child Poverty rate • Increased job postings	April 2024
support the development and capacity and build a comprehensive range of local providers across public, private and third sectors	There are an increased number and wider range of providers delivering on our local employability pipeline	March 2023

---

[2] Measures of success and timeline will be subject to ongoing development and review alongside the Delivery Plan Review process.

	two – to use a range of labour market data and evidence including the actual experience of service users to coordinate and inform decision-making, identify priorities and support effective partnership delivery

Our partnership, informed by local data can	Measures of success	Timescale
provide strategic direction to commission and develop appropriate local delivery	An agreed Dumfries & Galloway Employability and Skills Strategy with a robust monitoring and evaluation framework overseen by the Local Employability and Skills Partnership	March 2023
promote the use of a range of Labour Market Information to improve access to appropriate pathways for people and skills for business	Labour Market Information sessions delivered to stakeholders on a regular and as required basis	March 2023
understand and respond to local need to match local labour and curriculum to labour market opportunities by working in partnership to provide upskilling, retraining and education	Work in partnership with employers and key sectors Monitor: • Number of unfilled vacancies • Number of people with qualifications	March 2023
provide strategic direction to ensure/promote/facilitate/monitor equitable opportunity to access pathways for all people with protected characteristics plus our most vulnerable in society	Monitoring the benchmarking of equality data as part of ongoing Equality Impact Assessment Service users' feedback is used to improve provision and inform funding decisions	March 2023

To agree shared local governance to streamline the employability landscape, support collaborative working and coordinate resources to improve outcomes and opportunities

We will improve our partnership capacity through:	Measures of success	Timescale
increased awareness of the work of the partnership through a shared branding, an agreed communication strategy, a partnership website, and a no wrong door approach	Partnership website updated and maintained regularly An online local directory of services continuously updated	March 2023
establishing a Partnership Management Office to support effective governance, continuous improvement, support capacity building in our third sector and other providers	Agreed collective performance expectations within an ambitious plan which expresses clearly what improvement looks like. Effective evaluation arrangements	March 2023
a supported transition towards a co-produced, co-commissioned service supported by a service design approach with people at the centre of the transformational change taking place in employability in Dumfries and Galloway and in Scotland	Development of Service Design capacity across partners and stakeholders Robust procurement processes building on co-design, co-production, co-deliver, and co-commission of services to best meet the needs of users	March 2023 April 2024

★★☆ To set and monitor quality standards for employability provision and encourage compliance by providers

Our partnership will work to improve outcomes for our priority groups by:	Measures of success	Timescale
working together to national standards using charters, frameworks, and continuous improvement toolkit to support improvement	Effective implementation of improvement plan Widespread adoption of SG charters and frameworks	April 2024
promoting the use of the D&G Employability Competency Framework as the underpinning structure within which employability provision can be quality assured and accredited	Widely used agreed common competency framework and quality standards underpinning employability provision	April 2024
sharing good practice through case studies and good news stories from all partners	Good practice sharing embedded into reporting systems Effective marketing and sharing of case studies	March 2023
supporting the development and capacity and build a comprehensive range of local providers across public, private and third sectors	Increased range of providers registered with national employability services Dynamic Purchasing System Increased number of provider organisations engaging with local provider forums	April 2024

five – To encourage employers to adopt fair work principles and promote inclusive growth which is sustainable for people and planet

Our partnership will support fair and sustainable work by:	Measures of success	Timescale
collating a strategic overview of effective mechanisms for adoption of fair work principles to share and promote with employers	An increased number of living wage employers in Dumfries and Galloway An increased number of employers undertaking Fair Work assessments An increased number of employers developing Fair Work Action Plans	April 2024
using all available information to reach a collective understanding of the causes of and manifestation of inequitable access to provision and	Ongoing Equality and Impact Assessment of delivery plans and provision based on engagement and feedback from participants with protected characteristics and consideration of: • Human Rights • Health and Wellbeing • Economic & Social Sustainability • Environment and Climate Change	April 2024
encouraging the development of collaborative solutions to remove barriers and ensure equitable opportunity to employability provision in all areas and for all protected characteristics	Monitoring and bi-annual updating of EQIA to benchmark and establish improvements for all protected characteristics	April 2024
providing direction and support to improve employment outcomes for people who are experiencing challenges by ensuring access to early support to help them sustain or return quickly to work	A decrease in the percentage of workless households in Dumfries and Galloway A decrease in the percentage of children in low-income families in Dumfries and Galloway A decrease in the number of people experiencing long-term unemployment in Dumfries & Galloway	April 2024

Policy, economic and labour market contexts

Key Policies include:
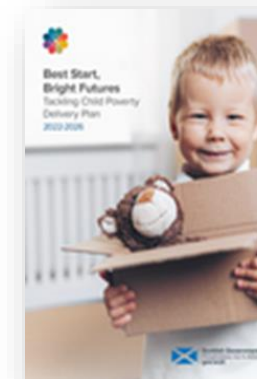
Dumfries and Galloway Employability and Skills Partnership, strategy and delivery plan are informed by Scottish Government's No One Left Behind policy and its key principles for the transformation of Scotland's employability services in working towards creating **a better person-centred system**:

- Treating people with **dignity and respect**, fairness and equality and continuous improvement
- Providing a flexible and **person-centred support – aspirations for all age, needs based**
- Is **straightforward** for people to navigate – no wrong door
- **Integrated and aligned** with other services – building on the Scottish Approach to service design with users at the centre
- Providing pathways into **sustainable and fair work**
- Driven by **evidence** including data and the experience of users
- Support more people to move into the **right job, at the right time**

Flexible National Products for Local Approaches

To support the effective design and delivery of person centred, needs led approaches, the Local Employability Partnerships are supporting the implementation of the Scottish Approach to Service Design and actively helping to develop national products such as those detailed below which support local flexibilities.

Local Employability Partnerships will adopt and/or customise the following national products which have been developed by a range of stakeholders through No One Left Behind workstreams:

Local Employability Partnership Framework
Employability Customer Charter
Employability Service Standards
Continuous Improvement Toolkit
Shared Measurement Framework Key Questions Paper
Employer Recruitment Incentive Framework

Contact

dgemployability.co.uk

dgemployabilty@dumgal.gov.uk

Dumfries and Galloway Workforce Summit

Tuesday 4th October 2022

Who attended the Workforce Summit?

- 17 employers
- 19 skills and training providers and practitioners
- 19 LEP partners and presenters

DG LOCAL EMPLOYABILITY
lep
AND SKILLS PARTNERSHIP

Feedback

Challenges:

- Application processes

- Fundamentals e.g. housing, travel and transport etc

- Perceptions and stereotypes

What is working well:

- Collaboration and partnerships

- Existing programmes e.g. Kickstart

- Attitudes and tolerance

- Hybrid working

What does good look like?

- People want to work in sectors like Care

- Employers provide a [Fair Work](#) environment

- There are well defined and understood skills pathways

- People with additional support needs and disabilities have *real* equal opportunities

What pledges were made?

Pledges to support:	(28)
Fair Work	5
Promote my industry or sector	12
School work experience	16
Post school work experience	16
Skills Training Network	13
Future events	19
School development session	14
Employer Recruitment Incentives	11

Action!

- Meaningful work experience
- Employment hubs
- Employer support
- Accessible recruitment
- Awareness of transport issues
- Funding Fair Work in key sectors

3 Rank the actions you want to see most in the action plan.

1st — Support employers to offer meaningful Work Experience/tasters and mentoring
2nd — Targeted support via a employment hub, matching supply and demand
3rd — Business/employer support for recruitment, Fair Work and inclusion
4th — Create accessible recruitment processes, HR Forum
5th — Raise awareness of transport issues (lobbying?)
6th — Promotion: funding, fair work, key sectors and skills

Top three actions:

Support employers to offer meaningful work experience including tasters and mentoring

Offer targeted support via an employment hub matching supply and demand

Provide business and employer support for recruitment, Fair Work and inclusion.

In one or two words - if we could change one thing what would you do?

Participants final thoughts on the day....

What happens next?

Action plan from the day will be drafted

Discussed and shared with partners

Final action plan from the day will be agreed

Follow up event coming soon….

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 November 2022
BUSINESS BRIEF

Author: **Stephen Jack, Lifelong learning Manager**	Responsible Senior Officer: **Richard Grieveson, Head of Community Services**
1. Situation: 1.1 This Briefing provides an update on recent progress in relation to key projects and other strategic developments since the last meeting of the Board on 10 June 2022.	
2. Background: 2.1 The business brief is used to update CPPB Members on key local and national projects/initiatives which have key relevance to Community Planning.	
3. Key issues: 3.1 For the November meeting, specific matters to bring to Board Members attention include: • Launch of the TSDG Digital Exclusion research report; • Work being undertaken on the Play Charter and links to the new Sport & Physical Activity Strategy; • Request from the Alcohol & Drugs partnership to develop closer links with the CPPB and also to seek assistance with a potential pilot programme to help prevent drug related deaths; • Proposed projects/areas of work linked to the "Public Health Localised Working Programme;' • New appointments to the Board.	
4. Recommendation: Board Members are invited to; The Board is invited to: 4.1 note the position on the key issues outlined in this report as detailed in **Appendix 1;** 4.2 consider support for the pilot project in relation to the Alcohol and Drugs Partnership as outlined in **Appendix 1**; and 4.3 consider the emerging areas identified for support through Public Health Scotland as detailed in **Appendix 1.**	

Appendices (1)
1 - Key updates

Stephen Jack – Lifelong Learning Manager

BUSINESS BRIEFING– NOVEMBER 2022

1. Key issues

1.1 Digital updates

1.1.1 The launch of the TSDG Digital Exclusion Research took place on 27 September 2022. This information will be crucial for CP Partners to help develop initiatives and projects to help eliminate digital exclusion across our region and will be monitored closely through the CPPB. The full report, summary report and accompanying slides are both available through the following links:

[Report – Digital Exclusion in Dumfries and Galloway, September 2022](#)

[Summary Report – Digital Exclusion in Dumfries and Galloway, September 2022](#)

Presentation slides deck can be accessed [here](#).

1.1.2 Work continues on the development of a Digital Skills Strategy for our region which is being updated to take into account the TSDG research. A draft of the Strategy will be available towards the end of 2022.

1.2 Sport & Physical Activity Strategy

1.2.1. The current Sport and Physical Activity Strategy for Dumfries and Galloway is due to expire in March 2023. Early work has been undertaken to agree the methodology and timescales for delivering a new five-year regional Physical Activity and Sport Strategy from 1 April 2023.

1.2.2. There is strong global and national evidence for systems based approaches to tackle complex public health challenges, including physical inactivity. Whole system working shifts the focus to cross-sector efforts that work in a complementary way to maximise physical activity rather than short term and isolated actions.

1.2.3. In 2019, Dumfries and Galloway were identified as an early adopter site, to test a whole systems approach to physical activity as part of Public Health Reform in Scotland. The test was put on hold due to Covid-19 but feedback from professionals reported that whole systems working should be prioritised locally to reduce population inactivity.

1.2.4. Therefore, Dumfries and Galloway will apply a pragmatic systems based methodology plus learning from the Early Adopter test to progress the strategy. A cross sector, multi-agency group will oversee strategy development, delivery and monitoring. Initial discussions with Health colleagues have intimated the need to develop such a strategy on a joint basis between Council, NHS plus wider Third Sector input.

1.2.5. The strategy development process will bring partners and communities together through a series of engagement events and activities. The process will identify collective actions that will encourage and enable a more active population.

1.2.6. Partners included will reflect systems based actions outlined in the WHO Global Action Plan for Physical Activity, evidence presented in the International Society for Physical Activity & Health (ISPAH) Eight Best Investments that Work for Physical Activity as well as local policy, practice and priorities.

1.3   Play Charter

1.3.1   The CPPB Board had a very positive and inspiring session in March 2019 through Play Scotland on the Play Charter, however the COVID Pandemic and other pressures has meant that understandably plans to explore this further were put on hold. At the March 2019 meeting;

- a presentation was received from Marguerite Hunter Blair and Cherie Morgan from Play Scotland about the proposed adoption of a Strategic Statement on Play for the region and the benefits of a greater focus on play for children's development, the local environment, housing areas/design and community cohesion;
- the opportunities that this presents for our region were discussed, and the contribution a higher profile and greater activity around the Play agenda could make to e.g. child obesity; emotional health and wellbeing of all ages; civic pride; use of streets and countryside; tackling Anti-Social Behaviour; and community use of schools – all of which were commitments in various Strategies and Plans;
- It was agreed to support this approach and that further dialogue would take place between the Chair of the Children's Services Executive Group and other appropriate officers/Alliance(s)/local organisations and Play Scotland to develop the details; and that the CSEG includes this work in its Programme which will provide the direct link to the CPP Board recommended by Play Scotland;

1.3.2   Following recent discussion with the Head of Education around the background history, it is felt that making connections with the work ongoing around the development of the new Sports & Physical Activity Strategy would be a better fit rather than this sitting with the new Children's Services Strategic Partnership (CSSaPP). The CSSaPP has a very focussed remit based around the plan drawn up from a comprehensive Strategic Needs Assessment. The partners within CSSaPP do have some overlap but are not the same people that would be required for the Play Charter.

1.3.3   The following attachment from the International Society for Physical Activity & Health will help shape the new D&G Strategy.

https://www.ispah.org/wp-content/uploads/2020/11/English-Eight-Investments-That-Work-FINAL.pdf

It talks about 8 "best investments" as follows:

- Whole-of-School Programmes
- Active Transport
- Active urban design
- Healthcare
- Public education, including mass media
- Sports and recreation for all
- Workplaces
- Community-wide programmes

1.3.4   Whilst "Play" doesn't feature as a "stand alone" investment, the leads for the Sport & Physical Activity Strategy acknowledge that it does "cut across" a number of the investments. There have also been previous discussions with Public Health around the Play Charter and therefore it would make sense to adopt a "whole systems approach" to this work bringing together key officers from the Council, Health and other relevant agencies/bodies and initially linking it to opportunities stemming from the work ongoing in relation to the Sports & Physical Activity Strategy. Progress updates will be provided to the CPPB on a regular basis.

1.4   Safer Communities Partnership (SCP) update
1.4.1 An inaugural meeting of the SCP took place on 3 August 2022. This was the first strategic discussion to look at areas such as:
- Governance
- Work Plan
- Chair arrangements
- Tactical oversight
- Thematic calendar of events
- Programme Management
- Public Information campaigns

1.4.2   A key initial priority will be looking to bring the following existing partnerships under one umbrella:

- Road Safety (SFRS)
- Water Safety (Council/SFRS co-chair)
- Antisocial Behaviour Strategy (Police Chair - Council secretariat)
- Emergency Community Resilience (Council only)
- Strategic Event Safety Advisory Group (Council)
- Partnership Against Rural Crime (Police)

- Serious and Organised Crime / Counter Terrorism (rotating Chair / Police secretariat)

1.4.3   More frequent but shorter tactical meetings will be implemented in order to be better prepared to respond to key issues on the ground and improve local co-ordination and response.

1.5   Potential Joint Work with the Alcohol & Drugs Partnership (ADP)
1.5.1   Penny Halliday, Independent Chair of the ADP has recently approached Community Planning Officers with a view to establishing closer links between the ADP and Community Planning Board around the key areas of Poverty & Inequalities, substance abuse and adverse childhood experiences.

1.5.2   This stems from emerging issues that are being picked up on the ground across the region and particularly around an increase in drug related deaths this year (30).

1.5.3   The ADP are keen to work with CP Partners around a potential pilot programme to enable a range of local community partners/groups to be trained up to be able to administer Naloxone which is used in the case of a potential fatal drug overdose. This is something which some Social Work staff are now trained to administer.

1.5.4   Establishing closer links with the ADP through the Poverty & Inequalities Partnership and new Safer Communities Partnership will be picked up as part of the current review of Community Planning.

1.6   Review of Public Health Scotland
1.6.1   The review of Public Health in Scotland identified the need for a more coherent and joined up approach. It also recognised the critical role of community planning in public health as does the national COVID recovery strategy.

1.6.2   Public Health Scotland (PHS) has been working with Scottish Directors of Public Health and other key stakeholders to enhance collaboration across local and national public health teams. To take this forward a programme of work called the 'Public Health Localised Working Programme' (LWP) has been established.

1.6.3   There have been strong links between Dumfries and Galloway Community Planning Strategic Groups, thematic partnerships and our local public health team for many years. This programme will build on and test out new ways of working to enhance this support in relation to specialist public health skills making best use of local and national public health expertise.

1.6.4   Dumfries and Galloway will be one of three National pathfinder projects to test out this new way of working and following discussions with the Local Authority Community Planning Team we would seek to link this work into the review of Community Planning so that this work links to key priorities of the CPP. In the

meantime, following discussion with key individuals from the local CPP system, the table below outlines the areas being explored and the support that has been provided to date. A small oversight group consisting of representatives from Public Health Scotland, Local Public Health team, Health and Social Care Partnership Performance and Intelligence team and Community Planning Partnership team are overseeing development and implementation of this pilot. This is lead by the Director of Public Health. A key aspect of this work has been building relationships, making connections and testing new ways of working that make best use of local and national expertise. The project is also helping to inform areas of work that could be undertaken on a once for Scotland basis that would support local planning and delivery of services. The local oversight group are reporting into the Community Planning Executive Group and into the CPP via this business briefing and are also reporting into a National Localised Working Programme Oversight Group.

Table 1 – Priority Area and Support provided as at November 2022

Priority Area	Support provided as at November 2022
Mid Term Review of Local Outcome Improvement Plan	Advice and analysis
Evaluation of Community Mental Health Fund	Critical Friend
Evaluation of Health and Social Care Partnership Community Transformation Programme	Advice
South of Scotland Regional Economic Partnership – Monitoring and Performance Indicators	Advice
Evidence for Local Development Plan	Advice
Poverty and Inequality Partnership	Critical friend, advice, provision of examples of health equity audits
Primary Care (including vaccination programmes)	Analysis and evaluation

1.6.5   It is noted that there is also ongoing input from Public Health Scotland and the Improvement Service in relation to work on Child Poverty and Place planning.

1.7   Membership update
1.7.1   Andrew Kenna has now replaced Craig McGoldrick as the local Senior Officer for Scottish Fire and Rescue on the board.

1.7.2 Councillor John Campbell takes up the current vacant position allocated to the Chair of SWestrans after being recently appointed to this role.

Stephen Jack – Lifelong Learning Manager

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 NOVEMBER 2022

Item 9

Author: Stephen Jack, Lifelong Learning Manager	Responsible Senior Officer: Richard Grieveson, Director Communities

Report Title: COMMUNITY PLANNING RISK REGISTER

1. Situation:
The Executive Group monitors the Risk Register; agrees any updates to the likelihood and impact; and reports any changes to the Community Planning Partnership Board (CPPB).

2. Background:
2.1 The Executive Group considered the Community Planning risk register at its meeting held on 11 August 2021 and which had been reviewed to take into account the following key issues at that time:

- the refreshing of the arrangements for tackling poverty and inequalities;
- the updated arrangements for leading the Covid Recovery;
- the LOIP and Locality Plan Annual Reports for 2019/20 had evidenced good progress with the 2020/21 reports being in development;
- the replacement of the four Local Rural Partnerships by the four Locality Hubs in September 2020;
- the arrangements for representation of the private sector on the Partnership were agreed at the March 2021 Board meeting.

2.2 A further update was taken to the Executive Group on 13 October 2022. **Appendix 1** contains previous narrative and risks along with a more recent assessment.

3. Key Issues:
3.1   Since the previous review of the Risk Register there has been a number of significant developments which have had an integral impact on Community Planning activities going forward and require careful consideration:
- Cost of living and associated negative impact on Poverty including rising inflation, interest rates and utility costs;
- Impact of the war in Ukraine and resources required to support Refugees;
- Ongoing review of the LOIP, Locality Plan and Community Planning Operating model.

3.2   It is also acknowledged when assessing risk that we are currently in a transitional phase linked to the ongoing review of the Community Planning operating model and that some of the proposed mitigations are subject to the effectiveness of the implementation of the new model.

3.3 Updated summary of risks
3.3.1 During discussions at the October CPEG it was clarified that the risks identified in the Appendix are purely scoped around the effective operation of our own Community Planning Partnership and meeting the statutory requirements outlined within the Community Empowerment Act. On that basis and given that we are in a transitional phase it was

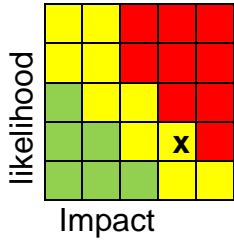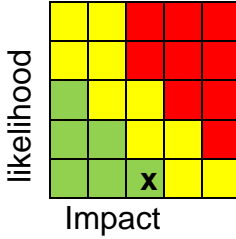proposed that the risk rating stays as is for all for risks identified at the moment but is kept under regular review.
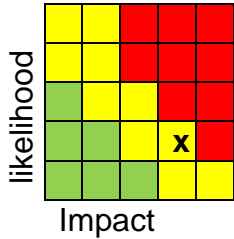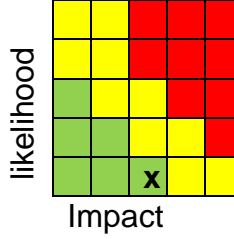
CPP01 - Delivery of Local Outcomes Improvement Plan and Locality Plan
There is a risk that the CPP fails to meet the annual targets and outcomes within the 2027 timeframe
3.3.2   The ongoing review of Community Planning will hopefully lead to improved cohesion and more focused priorities and commitments.
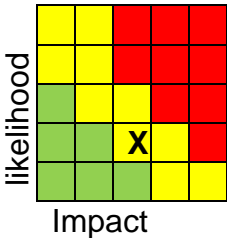
CPP02
There is a risk that there is lack of participation in our community planning activities
3.3.3 The operational demands of dealing with key issues such as the cost of living, Refugee resettlement and Winter Resilience will continue to provide challenges across a range of partners, however mitigation includes the ongoing review of membership of the Board and CPEG along with revised Terms of Reference due to be implemented in the first part of 2022.

CPP03
There is a risk that there is a disconnect between different elements of the CPP structure and activities
3.3.4   The proposed new model should help to reduce the risk of a disconnect, however may take time to embed across partners.

CPP04
There is a risk that there is insufficient integration of shared activities across partners to support community planning
3.3.5   By renewing a commitment and focus around the "added value" that partners can bring to help drive forward the agreed collective actions of a refreshed LOIP, this should assist ensure "buy in" from partners on matters that can make a real difference to our communities.

4. Recommendations:

4.1 The Community Planning Partnership Board is invited to consider the updated Risk Register in the **Appendix** and agree any amendments or additions.

14 October 2022

Appendix
Risk Register as at 3 August 2021 & updated as at 14 October 2022
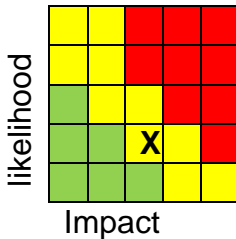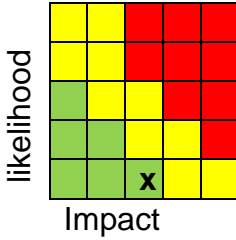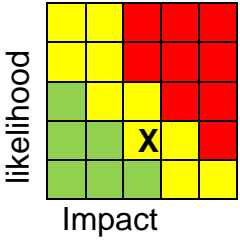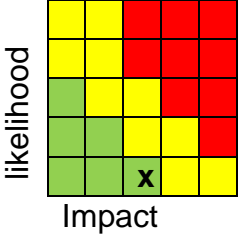
Item 9 Appendix
Dumfries and Galloway Community Planning Partnership
Risk Register

CPP01 Delivery of Local Outcomes Improvement Plan and Locality Plan
There is a risk that the CPP fails to meet the annual targets and outcomes within the 2027 timeframe

Cause	Effect	Current risk assessment	Current Mitigations	Target Risk Matrix
Narrative/position as at 3 August 2021				
Reduced resources (people and money) of individual partners means that the original targets cannot be achieved Lack of prioritisation means that limited resources not targeted at issues of greatest need/ importance	The Ambitions of the LOIP and Locality Plan are not achieved.	 Change since last report – likelihood has reduced by one level	Monitoring of the LOIP Indicators and Projects and engagement to check progress by the Executive Group and CPPB on an annual basis; mid point review scheduled for 2022. The scrutiny of performance of the twelve key Partnership Strategies and Plans by the CPP Board on a quarterly basis has included their contribution to Public Health Priorities and tackling child poverty which has given a stronger shared focus on the LOIP and Locality Plan. Impact of Covid is being managed through updating of Plans and Strategies; there has been a strengthening of the Regional Food Network; additional investment from Scottish Government and partners resources which relate to the eight Outcomes in the LOIP. Updated arrangements for tackling poverty and inequalities are in place (Strategy and officer resources) and the Local Child Poverty Action Report Action Plan for 20202-2023 agreed.	
Updated/revised position as at 14 October 2022				
Reduced resources (people and	The Ambitions of the LOIP and Locality Plan are not achieved.		A review of the LOIP, Locality Plan and associated Community Planning Operating model commenced in March 2022 and this will ensure that the LOIP/Locality	

Cause	Effect	Current risk assessment	Current Mitigations	Target Risk Matrix
money) of individual partners means that the original targets cannot be achieved Lack of prioritisation means that limited resources not targeted at issues of greatest need/ importance	The priorities outlined in the LOIP/Locality Plan become outdated due to a range of external factors not being taken into account including Cost of Living and War in Ukraine.		Plan is updated to reflect new priorities and help address the new challenges facing our communities. The development of the CPP Recovery Plan has helped to bring together the key contributions being made through the supporting Thematic Partnerships and Working Groups. The 2021/22 annual reports on the LOIP and Locality Plan are both on schedule to be considered at the CPPB meeting in early 2023.	
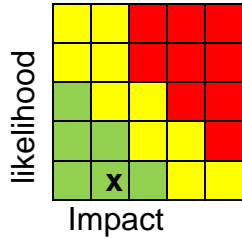
CPP02
There is a risk that there is lack of participation in our community planning activities
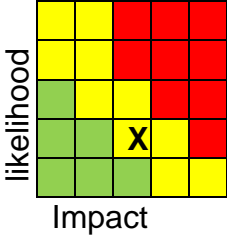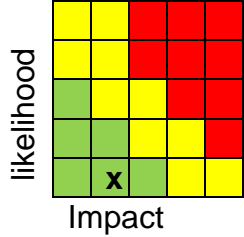
Cause	Effect	Current risk assessment	Current Mitigations	Target risk matrix
Narrative/position as at 3 August 2021				
There is much reduced capacity in terms of people's time and energy to contribute to partnership activities and shared leadership.\n\nThis covers elected and board members, community representatives and public and third sector officers	Inefficiencies, missed opportunities and poor relationships across partner organisations and with communities	\n\nNo change since last report	Advance scheduling of meaningful engagement and meetings. Substitutes are encouraged.\n\nAnnual review of strategic, thematic and locality partnerships to ensure they are effective and efficient, with rationalisation where possible.\n\nInduction of new people (Board and management levels) about community planning in D&G.\n\nNew methods of involvement using digital solutions to overcome transport barriers.\n\nShared responsibility for different aspects of the community planning framework.	
Updated/revised position as at 14 October 2022				
There is much reduced capacity in terms of	Inefficiencies, missed opportunities and poor relationships across		The ongoing review of the LOIP, Locality Plan and CP Operating model will hopefully help streamline arrangements for partners; increase "buy in" and	

Cause	Effect	Current risk assessment	Current Mitigations	Target risk matrix
people's time and energy to contribute to partnership activities and shared leadership. This covers elected and board members, community representatives and public and third sector officers	partner organisations and with communities. Reverting back to "silo" working increasing the risk of duplication.		lead to collective benefits for partners and our associated communities. The refresh of the Terms of Reference and Membership of both CPPB and CPEG should also assist with partner engagement. By developing a new set of focused priorities it is hoped that this will re-energise partners' efforts around the key issues that will make a difference to our communities.	
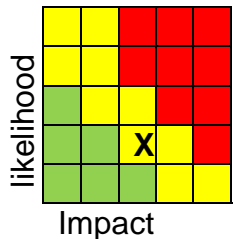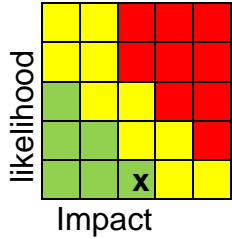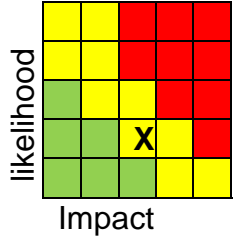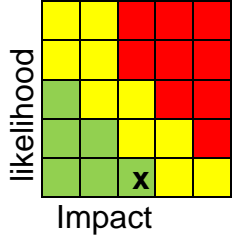
CPP03
There is a risk that there is a disconnect between different elements of the CPP structure and activities

Cause	Effect	Current risk assessment	Current mitigations	Target Risk Matrix
Narrative/position as at 3 August 2021				
There is a lack of understanding of roles and responsibilities between the different aspects of partnership working: -Strategic (CPP Board and Executive Group) -Thematic (service specific partnerships and Working Groups) and -locality (Locality Hubs)	The Community Planning vision and principles are not achieved	 Change since last report – likelihood reduced by one level	Scrutiny of key partnerships by Executive Group takes place on an annual basis; and reported to the CPPB New arrangements for poverty and inequalities are in place and dialogue with the other Plans and Strategies underway. Private sector representation agreed in March 2021 (sourced through the D&G Economic Leadership Group) Executive Group now leads the Covid Recovery Plan which has been updated to reflect gaps in actions from the key plans and strategies. Locality Hubs agreed in September 2020 by the CPPB and making good progress, with key partners involved in appropriate ways over the last nine months. Next edition of the e-newsletter is in development Community representation has not progressed as Community Councils were focused on Covid Recovery. Election proposal being promoted in next Newsletter	
Narrative/Positions as at 14 October 2022				
There is a lack of understanding of roles and responsibilities	The Community Planning vision and principles are not achieved		The ongoing review of the LOIP, Locality Plan and CP Operating model will hopefully strengthen and further clarify roles and responsibilities through	

Cause	Effect	Current risk assessment	Current mitigations	Target Risk Matrix
between the different aspects of partnership working: -Strategic (CPP Board and Executive Group) -Thematic (service specific partnerships and Working Groups) and -locality (Locality Hubs)	Community Planning activities are not informed by community engagement/ up to date intelligence.	likelihood / Impact (risk matrix with X)	refreshed terms of reference and membership of both CPEG and the Board itself. The enhanced role of Locality hubs will help ensure a bottom up approach to Community Planning and the proposals for Strategies/Plans contributing to the LOIP to be reported on a Thematic basis will help provide improved cohesion and reduce duplication.	likelihood / Impact (risk matrix with x)

CPP04
There is a risk that there is insufficient integration of shared activities across partners to support community planning

Narrative/position as at 3 August 2021

Cause	Effect	Current risk assessment	Current Mitigations	Target Risk Matrix
Partners are unaware or unwilling to participate in a joint approach to undertaking support activities including: -- financial and business planning -participation and engagement - tackling inequality - support for locality groups	Inefficiencies, missed opportunities and poor relationships across partner organisations and with communities.	 Change since last report – likelihood reduced by one level	Executive Group had shared financial and business planning approaches at each meeting in 2019/20 to build understanding and knowledge – to be programmed for 2021/22. Working Groups support the work of all partnerships e.g. consultations and training in engagement; D&G P&E Network; equality and diversity shared calendar of diversity awareness events. Four Locality Hubs were established and the arrangements agreed by the CPPB in September 2020. Good progress has been made Executive Group agreed the Collaboration Project as a leadership development approach (shared asset planning for NHSD&G and DGC; and Moffat) but this has not progressed since December 2019. The Public Health Reform Whole Systems Approach has been welcomed by partners and a D&G proposal for a Test of Change around Physical Activity was successful. The Covid Emergency has consolidated and strengthened shared activities, including now through the Covid Recovery Plan and refreshing of the other 11 key Strategies and Plans to reflect the impact of Covid..	

Cause	Effect	Current risk assessment	Current Mitigations	Target Risk Matrix
Partners are unaware or unwilling to participate in a joint approach to undertaking support activities including: -- financial and business planning -participation and engagement - tackling inequality - support for locality groups	Inefficiencies, missed opportunities and poor relationships across partner organisations and with communities. Communities experiencing poorer outcomes at a local level due to a lack of joined up working.		The review of the existing Community Planning operating model and refresh of the LOIP & Locality Plans should allow CP Partners to focus on the "added value" elements or making a key difference within our communities and therefore helping to clarify responsibilities and securing collective "buy in."	

COMMUNITY PLANNING PARTNERSHIP BOARD– 11 NOVEMBER 2022

Item 10

Author: Stephen Jack, Lifelong Learning Manager	Responsible Senior Officer: Richard Grieveson, Head of Community Services
Report Title: COMMUNITY PLANNING PARTNERSHIP – IMPROVEMENT PLAN 2022/23	

1. Situation:

1.1 The Community Planning Improvement Plan is brought to the Executive Group for consideration on an annual basis and reported to the next meeting of the Community Planning Partnership (CPP) Board.

2. Background:

2.1 The Community Planning Partnership Board agreed the Annual Report for 2020/21 and the Improvement Plan for 2021/22 at its meeting in November 2021.

2.2 The Plan provides an opportunity to ensure that our arrangements are regularly reviewed and refreshed, taking into account the opportunities and challenges facing the Partnership.

2.3 The Executive Group considered the end of year position for 2021/22 at its meeting held on 13 October 2022.

3. Assessment:

3.1 Developments this year have included:

- Positive work with Public Health Scotland regarding the Localised Work Programme to support priority projects;
- Establishment of the new safer Communities Partnership;
- New Community Planning website launched and continues to be added to;
- Supporting digital inclusion through the work of TSDG and also the development of a Digital Skills Strategy for the region;
- Extensive benchmarking undertaken with a range of local authority areas across Scotland linked to the review of the LOIP. Locality Plan and Community Planning operating model;
- Third Sector D&G developing new arrangements for representation of the Third Sector.

3.2 Progress has however been limited in relation to:
- the development of a shared project to increase the region's population (Project 155)
- wider stakeholder engagement in the production of the LOIP and Locality Plan on food sharing

3.3 A copy of the Improvement Plan with the current position is attached at **Appendix 1** for consideration.

3.4 The Executive group agreed at its meeting held on 13 October that the previous Improvement Plan should now draw to a close with the focus of the new Plan being the implementation of the new model for Community Planning and a small number of priority projects as outlined in **Appendix 2**.

4. Recommendations:

The Community Planning Partnership Board is invited to:
4.1 Consider the progress made in the Dumfries and Galloway Community Planning Improvement Plan during 2021/22; and

4.2 Agree to adopt the refreshed plan for 2022/23 as outlined in **Appendix 2** along with capturing any additional actions, activities or projects which board members feel should be included.

25 October 2022

Appendices (2)
Appendix 1 – Existing Improvement Plan
Appendix 2 – Proposed new Improvement Plan

ITEM 10 APPENDIX 1

Dumfries and Galloway Community Planning Improvement Plan as at 9 September 2022

1. Local Outcome Improvement Plan			
Original Improvement Action 2020/21	**Achievement Progress**	**Proposed action during remainder of 2022 and 2023.**	**Status**
1.1 Fourth Annual Report on the LOIP.	The End of Year Performance Report for the LOIP 2020/21 was agreed at the CPPB in March 2022. In line with other CPPs was a 'light touch' report and complied by partners using available quantitative and qualitative material during a challenging reporting year. The 2021/22 report is due to be agreed at the November Board meeting.	The review of the LOIP and Locality Plan during 2022/23 will help shape a refreshed format for the annual reports going forward.	(green hexagon)
1.2 Develop a fuller picture of partners' resources, in particular financial resources, and identify where and how discretionary spend can be aligned.	Some limited financial information on the five statutory partners and Third Sector Interface is detailed in Appendix 5 of the LOIP. The Executive Group completed its programme of sessions on the Budget and Business Planning challenges and timetable of the five statutory partners and Third Sector Interface in December 2019. DGC updated partners at its meeting in October 2021.	Further consideration required through review of LOIP/Community Planning.	(orange hexagon)
1.3 Establish baselines and targets to measure the impact of actions that are designed to reduce inequalities in Dumfries and Galloway.	The LOIP and the key strategic Plans supporting the LOIP contain targets to help measure impact wherever possible. This has proved challenging following the implications of Covid-19 with new baselines now trying to be established across many partnerships.	Continue to work with Public Health Scotland as part of the Localised Work Programme to look at appropriate measures to allow comparisons across local authority areas.	(orange hexagon)

1

	The majority of end of year reports have now moved to a case study/testimonial type approach to help evidence improvement journeys. Public Health Scotland has indicated an eagerness to work with CPPs to assist them with data and evidence for their LOIPs and other activities with several positive meetings having taken place during 2022. Updated Guidance on the Fairer Scotland Duty has been published, with liaison taking place across partners to improve understanding and coordinated implementation.	Integrate into 2022/23 the programme.	

2. Improve the operation of the Community Planning Partnership Board

Original Improvement Action 2020/21	Achievement Progress	Proposed action during remainder of 2022 and 2023.	Status
2.1 Update the Board membership to reflect the position of the Integration of Joint Board; the new South of Scotland Enterprise Agency; and Community Council representation after the Elections in October 2019.	An Integration Joint Board representative was appointed along with the South of Scotland Enterprise which replaced Scottish Enterprise. The method of electing the Community Council representatives has been agreed but has not yet been progressed as of yet due to the pressures and challenges faced by Community Councils during the Covid Pandemic and into the recovery phase.	A refresh of the CPPB membership is forming part of the Mid Term Review of the LOIP; Locality Plan and Community Planning operating model and membership will be addressed through this process.	⬡

	Board meetings now offer online participation; this has helped with attendance, however has seen reduced engagement and exchanges during consideration of items on occasion.		
2.2 Update the Board's arrangements with the forums associated with economic regeneration	South of Scotland Enterprise was created on 1 April 2020 and the Regional Economic Partnership has also now been created. The CPPB agreed that its private sector representation would be derived from the Economic Leadership Group	Complete	⬡
2.3 Establish the Safer Communities Partnership	The Executive Group agreed in August 2021 that an Action Plan be developed to support the development of a new SCP. A first Strategic level meeting of the SCP took place at the start of August 2022.	Integrate the SCP into agreed reporting mechanisms as per other Plans and Partnerships.	⬡
2.4 Members of the Community Planning Partnership Board set out how they communicate decisions of the partnership within their own organisations/ Sectors. Support Board members in fulfilling their responsibilities by providing advice and information to share within organisations.	Updates have been made to the "refreshed" website to ensure that the information is up to date and there have been some new types of information added.	Continue to provide advice and support as required and reflect within revised Community Planning operating protocol	⬡

3

2.5 Have two LOIP Outcomes at each Board meeting; annual meeting with Youth Councillors; 'play'; Project 155; and environment and sustainability built into the programme.	The planned programme for the CPP Board meetings during 2021 was not possible due to the impact of the COVID19 pandemic on partners activities and capacities. The Play Charter and Project 155 initiatives have not been progressed as planned due to the limited capacity of the relevant Services and lead officers. An update on Project 155 was considered, however, at the CPPB meeting held in March 2022 and outlined some opportunities which Partners could consider. Environment and sustainability issues have progressed with two reports being considered during 2021. A special joint meeting with the Youth Council took place on 27 October 2021. The September 2022 Youth Council meeting was postponed and is being re-arranged.	Continue to hold an annual meeting with Youth Councillors. Board to consider where Project 155 should remain as a priority going forward.	🟧
2.6 Update CPP risk register and the Executive Group will monitor it on a six monthly basis	The updated Risk Register was most recently considered by the Executive Group on 13 December 2022.	Executive Group and CPP Board to monitor the Risk Register on a six-monthly basis.	🟩
2.7 Annual discussion with Scottish Borders CPP Team to discuss shared issues Borders CPP Team to discuss shared issues	The last annual discussion took place with Scottish Borders CPP in June 2021. The next meeting is scheduled for December 2022. Additional benchmarking/best practice work has taken place as part of the ongoing review of Community Planning.	Look to expand benchmarking/best practice discussions with a wider range of local authority areas.	🟩

| 2.8 Scottish Community Planning Improvement Board Chair to attend a D&G CPP Board meeting. | | Scottish Community Planning Improvement Board Chair to attend a future D&G CPP Board meeting. | |

3. Improve the empowerment of individuals involved in Community Planning forums			
Original Improvement Action 2020/21	**Achievement Progress**	**Proposed action during remainder of 2022 and 2023.**	**Status**
3.1 Progress the Collaboration Project (development of Moffat as The Access Town.)	This was a potential project identified in 2019, however has been superceded with the work ongoing across the region linked to Community Led Action Plans and Place Planning.	Take forward the Place Planning agenda through the revised approach to Locality Planning stemming from the review of the LOIP and Locality Plan.	⬡
3.2 Support the capacity building of the Third Sector, in particular for its contribution to the CPPB, EG and other CP partnership groupings.	TSD&G continues to review third sector representation on partnerships, including the CPP Board, Executive Group, Thematic Partnerships and Working Groups.	TSDG due to present an update paper on Third Sector Representation and "The Voice" to the November 2022 board meeting.	⬡
4. Improve the Community Planning Partnerships Board's approach to using evidence			
4.1 Involve appropriate stakeholders in the CPP Board four meetings during 2021; and in the evaluation of the LOIP and Locality Plan during 2020/21	Wider stakeholder engagement in the evaluation of the LOIP and Locality Plan has not taken place due to changes in the Partnership arrangements and capacity of officers. However, capacity building work is now taking place with the Tackling Poverty Reference Group.	Engage with a range of Partnerships and Locality Hubs as part of the review of Community Planning and ensure engagement and involvement of stakeholders in the Annual reports on the LOIP and Locality Plan on food sharing.	⬡

5. Improve the Community Planning Partnership Board's influence on the national agenda.			
5.1 Opportunities for engagement with national groups and key individuals are sought on an ongoing basis. 5.2 Partnership responses are encouraged where there is value in promoting a shared position; and a more efficient use of resources in preparing one response	• Partnership responses were submitted for the work of CPPs during Covid; the review of the Public Sector Equality Duty; new Fairer Scotland Duty Guidance; the Scottish Government consultation on Food Banks. • More recently a return was submitted as part of the consultation on Scottish Government's new mental Health Strategy.	Continue to seek opportunities for engagement with national groups and key individuals in relation to key strategic issues affecting our communities.	⬡
6. Improve local community planning focus			
6.1 Develop the locality hubs to be effective and efficient geographical partnership forums.	• Locality Hubs have proved to be a successful forum for the COVID response and visitor management co-ordination. They are now developing to fulfil the membership and remit agreed by the CPPB in September 2020. • A Locality/Place Planning Group was agreed by the CPPB in June 2021 and is now meeting to develop a co-ordinated approach to supporting communities with place Plans required for the Borderlands Place Programme; Planning Act Local Place Plans and other opportunities. Update report is on the CPPB agenda for November 2021	• Continue to develop the role of the Locality Hubs as the forum for local co-ordination and engagement of partners through the review of the Community Planning model. • Continue to develop our approach to Place Making, including how public and third sector partners can support communities; Place Standard training; and sharing information on initiatives.	⬡

APPENDIX 2

Community Planning Partnership – workplan priorities 2022/2023			
1. Develop and implement our refreshed arrangements for Community Planning			
1.1 Develop a refreshed LOIP and new arrangements for Locality Planning.			
1.2 Agree and implement revised Terms of Reference for the CPPB, CPEG and Locality Hubs.			
1.3 Develop the role of Locality Hubs as the recognised vehicle for "local community planning in action."			
1.4 Refresh membership for CPEG/CPPB.			
2. Improve our Governance and evidence base			
2.1 Improve the co-ordination and use of community engagement mechanisms across partners to help inform an evidenced based, bottom-			

up approach to Community Planning. 2.2 Use up to date localised data including Strategic needs assessments/surveys to help inform our planning and priorities.			
2.3 Develop an updated performance management framework to support the annual reports on the LOIP and Locality Plan.			
2.4 Undertake a self-evaluation exercise involving CP Partners against the Improvement Service Partnership Checklist.			
2.5 Undertake benchmarking with a range of Local Authority areas to share best practice and compare performance.			
3. Drive forward Strategic projects which require a Community Planning approach to make a key difference to our communities			
3.1 Approve a Digital Skills Strategy and Implementation Plan for our region. 3.1.1 Agree, monitor and take forward collective			

8

partner actions to help tackle digital exclusion.			
3.2 Support the development of the Play Charter and a new Sport & Physical Activity Strategy for D&G.			
3.3 Foster closer links with the Alcohol & Drugs Partnership to help tackle critical issues affecting the wellbeing of our communities.			
3.4 Agree and take forward projects stemming from the PHS localised work programme.			

9

COMMUNITY PLANNING PARTNERSHIP BOARD – 11 NOVEMBER 2022

COMMUNITY PLANNING PARTNERSHIP BOARD AND COMMUNITY PLANNING EXECUTIVE GROUP - PROGRAMME FOR 2022

Author: Stephen Jack, Lifelong Learning Manager	Responsible Senior Officer: Richard Grieveson, Head of Community Services

1. Situation:

1.1 This report updates Board Members on arrangements for the remainder of 2022 and the first part of 2023 in relation to Executive Group and Community Planning Partnership Board meetings.

2. Background:

2.1 The Board at its meeting on 12 November 2021 agreed its forward plan for 2022.

2.2 Following the implications associated with Covid-19 and guidelines for social distancing, meetings have been fully virtual or hybrid since March 2020 with the September 2022 CPPB meeting being the first scheduled to be fully in person session, however this meeting was postponed due to the sudden passing of Her Majesty the Queen.

2.3 Frequency of meetings for both CPEG and the CPPB had previously been agreed as follows for 2022:

CPEG
February, May, August, October, December

CPPB
March, June, September, November

3. Key Issues

3.1 Following recent discussions with the Co-Chairs of the CPPB, it has been highlighted the gap in CPPB meetings between the last meeting of the year being held in mid-November and potentially no follow up meeting until March 2023, if the current pattern of meetings were to continue. Taking into account the review of the existing Community Planning model and particularly proposals to change the focus and membership of CPEG to operate at a more "Tactical" level the following schedule of meetings for 2023 is being proposed:

Community Planning Partnership Board			
February (late)	June (early)	September (mid)	December (mid)

Community Planning Executive Group (refreshed)					
January	March (late)	May(early)	August	October	November

(late)			(early)	(early)	(late)

3.2 The postponed September CPPB meeting will be rearranged for January 2023 with the Joint session with the Youth Council and associated workshops being the main item. The key updates which were due to be presented/considered at the September meeting have been integrated into the business for the November CPPB meeting.

3.3 Due to the ongoing discussions in relation to the review of the existing Community Planning model, this will have an impact on potential business/agenda items for 2023 and it is proposed that a proposal is brought forward to the December CPEG and January/February CPPB meetings for consideration and approval as we transition into a revised way of working.

4. Recommendation:
4.1   The CPP Board is invited to agree the Board meeting arrangements and programme for the remainder of 2022 and early 2023 as set out in the Appendix; and

4.2   Agree to receive a proposal for 2023 business at the December CPEG meeting and January/February CPPB meetings.

25.10.22

Appendices (1) – Forward Plan

Stephen Jack – Lifelong Learning Manager

APPENDIX 1

**DUMFRIES & GALLOWAY COMMUNITY PLANNING PARTNERSHIP BOARD
WORK PROGRAMME 2023**

January 2023	• Joint meeting with the Youth Council (re-arranged from September 2022)
February 2023	• Final proposals on the review of the LOIP/Locality Plan and Community Planning Model • End of year reports on the LOIP/Locality Plan 2021/22 • Digital Skills Strategy • Place Planning update • Forward Plan arrangements

Community Planning Executive Group 2022	
9 December	• Final proposals on the review of the LOIP/Locality Plan and Community Planning Model • Annual Report on the Employability and Skills Partnership • Annual Report on the Community Learning and Development Partnership • Annual Report on the Participation and Engagement Working Group • Recovery update • Future partnership arrangements for Child Poverty • Forward Plan