

Dates of 2022 Meetings

11 March

10 June

9 September

11 November

DUMFRIES AND GALLOWAY COMMUNITY PLANNING PARTNERSHIP BOARD

Meeting on Friday 9 September

10am-1pm

The Bridge, Glasgow Road, Dumfries DG2 9AW

Members

- Stephen Thompson** - Co-Leaders
Linda Dorward - Dumfries and Galloway Council
Chairs
- Nick Morris** - Chair
Vice Chair - NHS Dumfries and Galloway
- 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
- Vacant** - Chairman
SWestrans

- 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)
- Craig McGoldrick** - 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 9 SEPTEMBER 2022

10am – 1pm

The Bridge, Dumfries

AGENDA

- 10.00 am 1. DRAFT MINUTE OF MEETING OF DUMFRIES AND GALLOWAY
COMMUNITY PLANNING PARTNERSHIP BOARD ON JUNE 10 2022**
- 10.05am 2. ANNUAL JOINT SESSION WITH THE D&G YOUTH COUNCIL**
- 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
- 11.50am 3. MID-TERM REVIEW OF THE LOCAL OUTCOMES IMPROVEMENT
PLAN 2017-2027 AND THE LOCALITY PLAN ON FOOD SHARING
2017-2027 – PROGRESS UPDATE**
- 12.15pm 4. KEY STRATEGIES AND PLANS – UPDATES**
- 12.30pm 5. BUSINESS BRIEFING – SEPTEMBER 2022**
- Digital inclusion update
 - Sport & Physical Activity Strategy
 - Play Charter
 - Community Transport Strategy
 - Safer Communities Partnership update
 - Potential joint work with Alcohol & Drugs Partnership
 - Review of Public Health Scotland
- 12.50pm 6. 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-Leader
(Co-Chair) 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 Key** - Group Commander, Scottish Fire and Rescue Service,
(Substitute) 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 crisis 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.

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 creating 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/LIFELONG 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**



COMMUNITY PLANNING PARTNERSHIP BOARD – 9 September 2022

ANNUAL JOINT SESSION WITH THE DUMFRIES AND GALLOWAY YOUTH COUNCIL

ITEM 2

1. Situation:

This report outlines the programme for the annual Joint session with the Dumfries & Galloway Youth Council.

2. Background:

2.1 The Board at its joint meeting with the Youth Council on 27 October 2021 received a presentation on the work of the Youth Council to raise awareness amongst Community Planning Partners. This was a fully virtual meeting which include facilitated workshops with young people around input into a new Suicide Prevention Strategy and Action Plan for Scotland.

2.2 Comments and suggestions received were fed through as part of the consultation on the new Strategy due to be published later this year. The new Strategy will run over the course of ten years, with an initial Action Plan accompanying it that will run for three years, replacing the current Suicide Prevention Action Plan: Every Life Matters (2018).

2.3 The Community Planning Partnership Board at its meeting held on 10 June agreed the format for the 2022 session with the Dumfries & Galloway Youth Council.

3. Key issues:

3.1 The new Youth Council was Elected on 22nd November 2021 with their orientation period concluding on 1 February 2022.

3.2 As part of this year's joint session with the Youth Council the focus will be on:

- An initial presentation from the Youth Council on their new priorities;
- Discussion groups with Youth Councillors and CPPB Members on the following topics:
 1. Mental Health Services for young people in Dumfries and Galloway;
 2. Young People's inclusion in decision making processes;
 3. Environmental issues including organisations' response to the climate emergency.

3.3 Each group will receive a presentation from a relevant specialist Officer on the current picture in relation to each of these (up-to 20 minutes), followed by a facilitated discussion session (up-to 40 minutes), before all participants return to provide feedback (up-to 10 minutes per group) and highlight key issues.

4. Recommendation:

4.1 The CPP Board is invited to comment upon the new priorities of the Youth Council;
and

4.2 Agree the collective actions that CP Partners' will take forward and which will be integrated into the CPPB work programme for the coming year.

Stephen Jack – Lifelong Learning Manager

Regan Jackson – Senior Youth Development Worker



COMMUNITY PLANNING PARTNERSHIP BOARD – 9 September 2022

MID-TERM REVIEW OF THE LOCAL OUTCOMES IMPROVEMENT PLAN 2017-2027 AND THE LOCALITY PLAN ON FOOD SHARING 2017-2027 – PROGRESS UPDATE

ITEM - 3

<p>Author: Stephen Jack – Lifelong Learning Manager</p> <p>Ingrid Gemmell – Ward Manager</p>	<p>Responsible Senior Officer: Richard Grieveson, Head of Community Services</p>
<p>Report Title: Mid-term review of the Local Outcomes Improvement Plan 2017-2027 and the Locality Plan on food sharing 2017-2027 – Progress Report</p>	
<p><u>1. Situation:</u></p> <p>1.1 The CPPB is asked to consider the updates provided on the review of the LOIP and Locality Plan and comment upon the wider review of the existing Community Planning model, as agreed at the CPPB on 10 June 2022, and preferred direction of travel going forward.</p>	
<p><u>2. Background:</u></p> <p>2.1 The Community Empowerment (Scotland) Act 2015 Part 2 [CE(S) A 2015] requires each Community Planning Partnership (CPP) to prepare and publish a Local Outcomes Improvement Plan (LOIP) and Locality Plan(s).</p> <p>2.2 It was previously agreed that there would be a review at the mid-point of both the LOIP and Locality Plan (2017-2027) which is during 2022.</p> <p>2.3 As agreed and reported previously to CPEG and the CPPB, the mid-term review of the LOIP and Locality Plan is now well underway with various options now emerging.</p> <p>2.4 At the CPPB held on 10 June, Board Members further agreed:</p> <ul style="list-style-type: none"> • 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. 	
<p><u>3. Key issues:</u></p> <p><u>3.1 Review of the Community Planning Operating Model</u></p> <p>3.1.1 It was agreed at the June CPPB meeting to extend the scope of the current Mid Term review as outlined at paragraph 2.4 above. This stems from the recent views of a number of individual CP Partners that:</p> <ul style="list-style-type: none"> • We need to be more focused on achieving a position of ‘added value’ by identifying 	

key, cross cutting opportunities to bring together our collective resource and being focused on the critical issues that can make a key difference to our communities;

- The focus for future meetings needs to be driven more by the Community Planning Board Members as opposed to Officers;
- There needs to be an improved mechanism put in place to ensure traction between meetings and helping to evidence that tangible improvement actions are being delivered as a priority;
- There is concern that there can be a lack of feedback/meaningful debate on some agenda items leading to limited constructive outcomes;
- Attendance at meetings during 2022 has been mixed but there could be legitimate reasons for this given the unique pressures that all partners are facing.

3.1.2 Proposed actions

- Continue to benchmark with other local authority areas around their respective models for Community Planning (some examples of other Community Planning models are detailed in **Appendix 1**);
- Reviewing the existing membership/role in line with statutory requirements;
- Reviewing how the key plans contributing to the existing LOIP are reported on and how this can be streamlined going forward;
- Reviewing and refreshing the role of the existing CPEG to help ensure traction on priority issues and assist with overseeing progress in between Board meetings;
- Bringing in specialist/technical officers to help better engage and advise on the “big ticket” issues, with agenda items being brought forward through identified need rather than “standing updates”;
- Considering an improved/revised mechanism to engage the voice of our communities and replace the existing, mainly dormant, stakeholder group; and
- Building upon the successful Locality Hub model.

3.2 Stakeholder Group and Community Involvement

3.2.1 The question was raised by Third Sector Dumfries & Galloway representatives at the CPPB meeting on 10 June regarding the status of the Community Planning Stakeholder Group. The group was originally established to help develop the existing LOIP/Locality Plan in 2017 and has been mainly used as a sounding board for Community Planning related issues as they arise. The circulation list included a number of locally based Third Sector Organisations along with MP’s, MSP’s and MSYP’s.

3.2.2 As time progressed the group was utilised on a less frequent basis with the current position being that it has not been engaged since the March 2020 Covid Lockdown and membership details have become outdated.

3.2.3 Whilst there is clear evidence of positive engagement with our communities at a Ward level which supports a Community Planning approach, we need to improve how we tie this into the CP operating model going forward to help ensure a bottom up/evidenced based approach.

3.2.4 Through desktop benchmarking undertaken with other CPP’s, it is clear that the majority use a combination of the following to engage with their communities:

- Citizen’s/People’s/Resident’s Panels

- Questionnaires sent out on an annual/biennial basis
- Community Reference Groups

3.2.5 North Ayrshire, for example, use a People's Panel Survey every two years to capture the views of local residents. Whilst there are many examples of best practice in relation to community engagement with our direct communities across the region, and including the positive arrangements in place through locality hubs, it would appear that there is a gap at the moment in terms of community involvement directly linking back to the CPPB albeit there may be other existing mechanisms which could be better harnessed to help perform this function.

The role of Locality Hubs

3.2.6 The locality hubs were agreed by the CPPB in September 2020 as the focal points for the co-ordination of community resilience and volunteering activities and have proved critical in the response to the Pandemic and onward into the Community Recovery phase. They offer a unique multi agency platform to enable the co-ordinated delivery of services to address communities' needs in each area.

3.2.7 TSDG and DGC staff have been undertaking a review of Locality Hubs with input from the other stakeholders with the following key messages emerging:

- locality hubs were seen as an example of successful partnership working during the pandemic;
- their strengths are in their ability to respond to local circumstances and to be flexible about the involvement of other stakeholders on an ad hoc basis;
- on-the-ground knowledge and expertise were used effectively to make quick decisions when needed.

3.2.8 Whilst work is currently ongoing through TSDG and partners to refine the role and remit of locality hubs and producing an updated Terms of Reference, there are clear opportunities going forward to:

- Identify priorities in each locality where collaborative multi agency partnership working is critical to improving the lives of our communities;
- Identify tangible solutions and agree coordinated actions to work together in place planning to deliver change in the most efficient, effective and economic way;
- Monitor effectiveness and report progress through the CPP operating model.

3.3 Locality Planning

3.3.1 Additional desk top research has now been undertaken, as detailed in **Appendix 2**, to help broaden our understanding of how other local authority areas have approached the CESA in relation to Locality Planning. A brief summary overview is as follows:

East Ayrshire

- Commitment to deliver community led action plans.

- 24 individual plans now in place.
- Standard process/guidance in place to supporting communities in developing their plans.

North Ayrshire

- 6 locality partnerships in place.
- each have their own, distinct Plan.
- plans are succinct and contain some localised profiling data; a small number of local priorities; health & social care priorities and then an accompanying action plan.

South Ayrshire

- Under the South Ayrshire Council “Thriving Places” programme, draft Place Plans for the pilot areas of Ayr North and Girvan were published for consultation in March 2021.
- The Thriving Places approach to place planning is now being rolled out across South Ayrshire.
- Further Place Plans are anticipated to be published following further community conversations in Spring 2022.

Borders

- There are five Locality Plans representing the five localities.
- These Locality Plans have been drafted through local [area partnerships](#).

South Lanarkshire

- Neighbourhood Plan in place which will help to improve nine key communities in South Lanarkshire.
- Smaller areas within South Lanarkshire have been prioritised to identify residents experiencing the poorest outcomes and then publish individual plans to support targeted work.
- None of these smaller areas should have a population of more than 30,000 and it should be agreed what constitutes a valid locality.

Perth & Kinross

- A Place-based approach is taken
- Within Perth and Kinross seven Local Action Partnerships are in place and which cover seven distinct localities.
- The Local Action Partnerships work together to identify the priorities for their area, particularly relating to inequalities and the actions they will take to address these priorities.

Aberdeenshire

- Locality plans in place for those towns/ areas throughout Aberdeenshire who experience the most social and economic disadvantage.
- SIMD data was used to help identify priority communities.

3.3.2 The benchmarking exercise has helped to reinforce our thinking and approach towards Locality Planning in that Dumfries & Galloway should also consider identifying specific geographic areas/localities within our communities and building upon:

- Borderlands Place Programme for identified Towns
- Work being undertaken through the Place Planning Partnership

3.3.3 Our current approach to Locality Planning is thematic, based around Foodsharing. This has worked well, however does not identify specific localised communities. It is acknowledged however that some communities within our region do have community based action plans in place and these have been in place for many years, however they do not feedback into the existing CP model as it stands. An opportunity has therefore emerged as part of this review to consider our future approach to Locality Planning and to fit closer with the requirements of the CESA. During the Pandemic there has been closer operational alignment with locality hubs and the work of the Health & Social Care Community Development workers in Mid/Upper Nithsdale; Nithsdale; Annandale & Eskdale; Stewartry and Wigtonshire which has been a positive development.

3.3.4 It should be emphasised that the existing work around Foodsharing should still be maintained due to its critical importance to our communities and the positive relationships established with local third sector groups and organisations, however the existing plan would need to be updated to reflect a locality working approach. Closer linkages with the work around Poverty & Inequalities should also be explored.

3.4 LOIP

3.4.1 The emerging options in relation to the LOIP are still all “in play.” Due to various key officers being on leave, the planned workshop events with partners have been put back to late summer/September, however individual discussions have taken place with a number of lead officers. The following are the main emerging options for consideration:

- With the original LOIP Outcomes being well covered through existing Strategic Plans one option would be to identify key areas from the new Poverty & Inequalities Strategy, the development of Place Planning and the CP COVID Recovery Plan to develop a new / refreshed LOIP with a focus on prioritised areas where CP partners can “add value” and concentrate their collective resources on making a meaningful difference within our communities such as the Cost of Living;
- Consider the need/appetite for a longer-term vision for D&G through a new Community Plan;
- Reflecting on how our “bottom up” approaches can better integrate the voice of our communities into the Community Planning model;
- Better utilising Public Health data in order to identify and prioritise resources aligned with Public Health outcomes and to tackle health inequalities across our communities.

Previous benchmarking with other local authorities identified:

- Some areas have an overarching, longer term Community Plan in place which they use as their LOIP and to meet the requirements of the Act;
- East Ayrshire, for example, develop their LOIP as part of a planned 3-year review of their Community Plan;
- Wellbeing and Health feature strongly in terms of priorities;
- North Ayrshire undertook a full consultation at the end of last year in order to develop a new “North Ayrshire Plan” for 2022-2030. This was also informed by intelligence from their Health & Social Care Strategic Needs Assessment;

- North Ayrshire also use a “People’s Panel” approach which sees 2000 residents being surveyed every 2 years on issues affecting their local communities.

3.5 Performance and data

3.5.1 As part of the review process we are also looking to identify the key data sources which are available to help evidence meaningful progress going forward in relation to the LOIP.

3.5.2 Several meetings have taken place with Public Health Scotland (PHS) through the support of the Director of Public Health to explore what support can be provided in terms of the ongoing review.

3.5.3 PHS Officers are now looking at a range of data sources which could assist us, including available data which can be drilled down to Political ward level. this also includes how the Improvement Service Community Planning Outcomes Profile Tool can be best utilised.

3.5.4 Some of this work is now aligning with the recently established Health & Social Care Community Transformation Board who are keen to link with the CPPB, and also take a closer look around data and how progress can be evidenced, particularly around Health Inequalities. A sub-group of the Transformation Board has been established to specifically look at data.

3.6 Updated Timeline

3.6.1 The original timeline proposed at the outset of agreeing this review is roughly on schedule, outwith the more formalised engagement as referenced at 3.4.1. Taking into account the decision taken at the June CPPB meeting held on 10 June to broaden the remit to include a review of the existing Community Planning model some adjustments and revised timings have been made to the timeline as outlined in **Appendix 3**.

3.7 Feedback from the Community Planning Executive Group – 24 August 2022

3.7.1 The proposed way forward was discussed at the CPEG meeting held on 24 August and was positively received with the following key comments being made:

- Supportive of a “refresh” of CPEG, including membership, but a separate tier/layer should not be created;
- A new/refreshed LOIP should have a sharp focus on critical priorities for our communities with clear/measurable outcomes;
- Partner resources should be prioritised around the “added value” that can be levered to tackle critical issues (i.e. recovery/cost of living);
- Be clear on what “success” looks like;
- Opportunity to ensure stronger connections with the wider definition of Health & Wellbeing and impacts on economy, education and social determinants of health;
- Supportive of streamlining existing linear reporting on Strategic Plans and also linking these back to cross-cutting themes (building upon how connections of been successfully made with the CPP Recovery Plan);
- Supportive of developing proposals for how a refreshed stakeholder group might look/ better integrating other existing community engagement mechanisms into the

Community Planning model.

4. Recommendation:

The Community Planning Partnership Board is invited to:

- 4.1 Consider and comment upon the proposed actions outlined in relation to the review of the existing Community Planning model;
- 4.2 Consider and comment upon the preferred options emerging for the LOIP and Locality Plan as detailed at sections 3.3 and 3.4;
- 4.3 Note the feedback from CPEG as detailed at 3.7.1; and
- 4.3 Approve the updated timeline as detailed in **Appendix 3**.

1 August 2022

Appendices (3)

- Appendix 1 – Benchmarking information on other CP models
- Appendix 2 – Benchmarking information on Locality Planning
- Appendix 3 - Updated timeline

ITEM 3 APPENDIX 1 – EXAMPLES OF OTHER LOCAL AUTHORITY COMMUNITY PLANNING MODELS

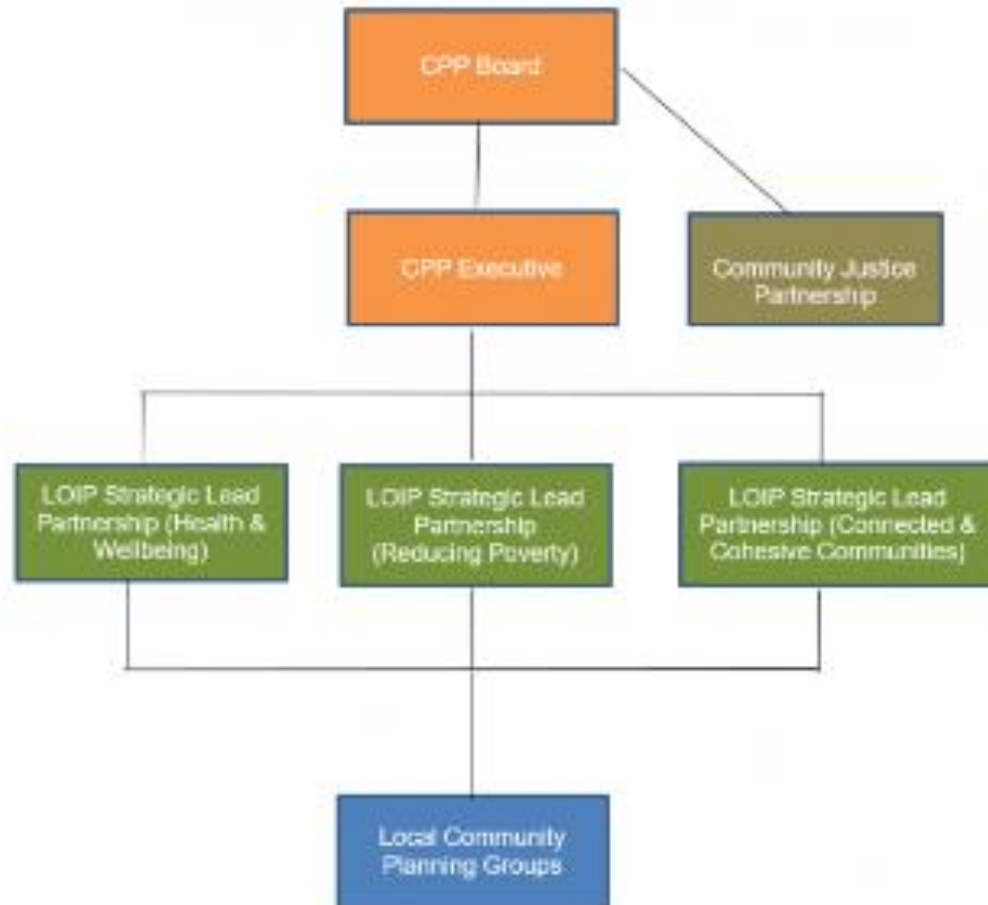
ABERDEENSHIRE

The Aberdeenshire Community Planning Partnership (CPP) is responsible for delivering positive changes for the communities of Aberdeenshire, with a specific focus on reducing socio-economic inequality, primarily through the priorities identified in Aberdeenshire's [Local Outcomes Improvement Plan \(LOIP\) 2017-2027](#).

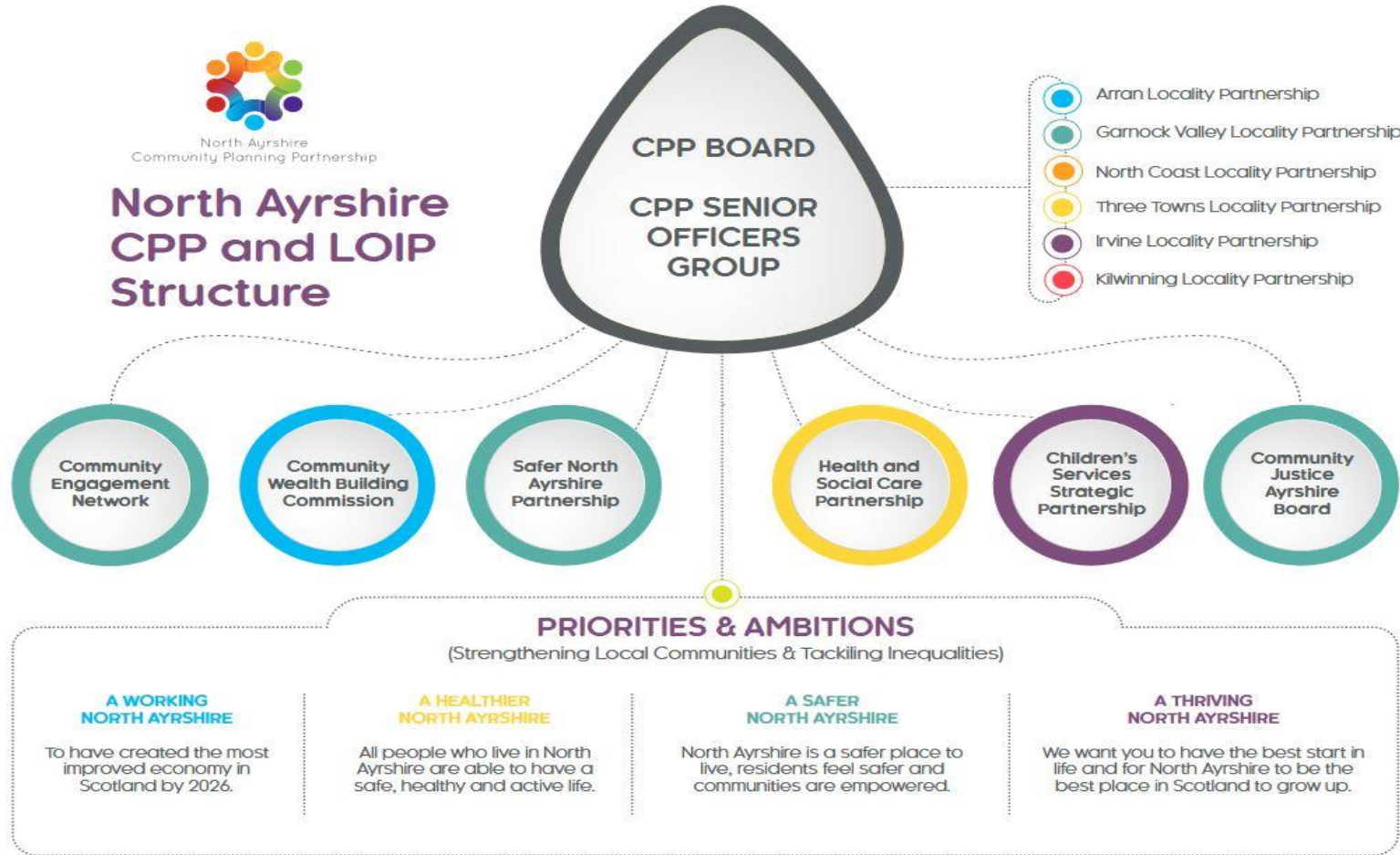
The **CPP Board** provides strategic direction for the partnership.

The **CPP Executive** coordinates community planning across Aberdeenshire, implementing tactical delivery of the agreed priorities and outcomes at Aberdeenshire level, and addressing barriers that arise.

The three **LOIP Strategic Lead Partnership Groups** are responsible for the governance and monitoring of their LOIP priority, and ensuring partners take ownership of agreed actions.



NORTH AYRSHIRE



CPP Senior Officers Group

The CPP Senior Officers Group takes instruction from the CPP Board and assists in the strategic leadership of the Partnership. The CPP Senior Officers Group includes partner representatives who have the relevant skills, experience and influence to take decisions and drive action. They champion partnership working and lead by example, solving any problems that arise. The CPP Senior Officers Group also scrutinises the use of resources and performance towards achieving our priorities.

The CPP Senior Officers Group includes senior staff members from:

- The Third Sector Interface
- North Ayrshire Council
- Police Scotland
- KA Leisure
- Scottish Fire and Rescue Service
- Scottish Enterprise

The Senior Lead Officers from each Locality Partnership also attends, linking up the local work and that at a North Ayrshire wide.

The CPP Senior Officers Group listens to talks and presentations from across the partnership and is able to help them achieve their aims by directing any further action that might help.

If you would like the CPP Senior Officers Group to hear about the work of your partnership, speak to [your local Community Representatives](#) or to the [Third Sector Interface](#) about how to get involved.

SOUTH LANARKSHIRE

Community Planning brings together local agencies and organisations from the public, private and voluntary sector. Partners work with each other and local communities to deliver better public services.

The agreed vision for Community Planning in South Lanarkshire is:

"To improve the quality of life for all in South Lanarkshire by ensuring equal access to opportunities and to services that meet people's needs".

Key areas of focus include:

- Improving health and tackling inequalities
- Reducing crime and improving community safety
- Promoting sustainable and inclusive communities and opportunities for all through life
- Ensuring sustainable economic recovery and development
- Tackling poverty

South Lanarkshire Council is part of the South Lanarkshire Community Planning Partnership (CPP) and the Partnership Board has a key role in progressing Community Planning in this area. Board partners include:

- Cambuslang and Rutherglen Community Partnership
- Clydesdale Community Partnership
- Federation of Small Businesses
- NHS Lanarkshire

- Police Scotland
- Scottish Enterprise
- Scottish Fire and Rescue Service
- Scottish Government
- Skills Development Scotland
- South Lanarkshire Leisure and Culture
- Strathclyde Partnership for Transport
- University of the West of Scotland
- VASLan (Community and Voluntary Sectors)

The Board has set up four thematic partnerships and three sub-partnerships to improve the quality of life of South Lanarkshire residents.

The thematic partnerships are:

- [Community Safety Partnership](#)
- [Economic Growth Partnership](#)
- [Getting it Right for South Lanarkshire's Children Partnership](#)
- [Health and Care Partnership](#)

The thematic sub-partnerships are:

- [Sustainability Partnership](#)
- [Youth Partnership](#)
- [Community Justice Partnership](#)

EAST AYRSHIRE

[The Community Planning Partnership](#) is the formal mechanism for Community Planning in East Ayrshire and our Community Plan sets out our partnership's shared vision for the future.



Community Planning Partnership (CPP) Board - comprises representation at elected member/non-executive Board level from core partner organisations as well as community and voluntary sector representation. Meetings are also attended by Chief Officers representing the core partner organisations. The Board sets the strategic direction for Community Planning in East Ayrshire and ensures effective performance through robust scrutiny, partnership working and leadership.

Partner Organisation	Representative
East Ayrshire Council	5 Elected Members (including the Leader of the Council)
NHS Ayrshire and Arran	2 Board Members
East Ayrshire Health and Social Care Partnership	1 Board Member *
Ayrshire College	1 Board Member
Scottish Fire and Rescue Service	1 Officer **
Scottish Police Authority	1 Member
Police Scotland	1 Officer **
Strathclyde Partnership for Transport	1 Board Member
Skills Development Scotland	1 Officer**
Scottish Enterprise	1 Officer**
Scottish Government	1 Representative (Location Director)
Voluntary Sector (Third Sector Interface)	2 Representatives
Community Sector	4 Representatives (2 representative from the Community Led Action Plan Steering Groups and 2 representatives from Community Councils)
Ayrshire Chamber of Commerce	2 Members
	24 Members in total

Community Planning Executive Officers' Group - comprises representation at chief officer level from the core partner organisations. The Executive Officers' Group (EOG) agrees and drives forward operational activity in respect of the Community Plan, and ensures effective implementation and appropriate monitoring and evaluation of the Delivery Plans and the Community Planning process.

Partner Organisation	Chief Officer
East Ayrshire Council	Chief Executive
	Depute Chief Executive (Economy and Skills)
	Policy, Planning and Performance Manager
NHS Ayrshire and Arran	Chief Executive
East Ayrshire Health and Social Care Partnership	Director
Ayrshire College	Chief Executive/Principal
Scottish Fire and Rescue Service	Area Manager
Police Scotland	Local Police Commander
Scottish Enterprise	Stakeholder and Networks Director
Scottish Government	Location Director
	10 Members

Delivery Plan Working Groups - each comprising a designated Lead Officer and multi-agency/multi-disciplinary representation, to drive forward the activity and actions contained within the Delivery Plans, ensuring achievement of positive outcomes.

An Introduction to South Ayrshire Community Planning Partnership



OUR COMMUNITY PLANNING PARTNERSHIP OUTCOMES ARE:

<ul style="list-style-type: none"> › Reducing Inequalities and Improving Outcomes › Improving Outcomes for Children and Young People › Safer communities 	<ul style="list-style-type: none"> › Healthier Communities/improving population health › Tackling Financial Inequality › Developing a 'Team Around the Community' approach 	<ul style="list-style-type: none"> › Responding to the climate and ecological emergency › Strengthening Community Engagement
WE WILL ACHIEVE THESE OUTCOMES THROUGH OUR:		
Local Outcome Improvement Plan (LOIP) <small>(Reducing inequalities and improving outcomes)</small>	Our Local Outcome Improvement Plan sets out a vision and focus based on agreed local priorities where through collaborative working with our partners and local communities, we can work to reduce inequalities and improve outcomes. We have two strategic themes within our LOIP: supporting older people to live in good health and closing the poverty related outcomes gap.	Our priority areas are: <ul style="list-style-type: none"> • Supporting people living with dementia and their carers; • Reducing social isolation and loneliness; • Improving outcomes for care experienced children and care leavers; and • Providing support for young people who are carers • Employability and lifelong learning
Children's Services Planning Strategic Delivery Partnership <small>(Improving outcomes for children and young people)</small>	The Children's Services Plan 2020-2023 sets out our joint vision, our priorities and the outcomes we will strive to achieve for South Ayrshire's children and young people over the next three years. It has been developed collaboratively with partners involved in the delivery of services to children and young people across South Ayrshire and has been informed by input from the most important partners to our plan, our young people.	Our priority areas are: <ul style="list-style-type: none"> • Outstanding universal provision; • Tackling inequalities; • Love and support for our care experienced young people and young carers; • Good physical and mental health and wellbeing; and • Promoting children's rights.
South Ayrshire Community Safety Strategic Delivery Partnership <small>(Safer communities)</small>	The Community Safety Partnership's current strategic approach focusses on ensuring joined up action around community safety partnership priorities. The partnership brings together relevant agencies, and using a targeted approach, ensures effective information sharing and agreement on areas for joint action. The strategic plan sets out our shared vision for improving community safety outcomes across South Ayrshire which acknowledges the added value of joint working and a commitment to working with communities to improve outcomes at a local level.	Our priority areas are: <ul style="list-style-type: none"> • Reduce the level of violence and antisocial behaviour in our communities; • Reduce the number of serious accidents at home and on our roads; • Increase positive community engagement to tackle ASB and community issues within communities; and • Work with partners to deliver CPP priorities.
Communities and Population Health Strategic Delivery Partnership <small>(Healthier communities/improving population health)</small>	The Communities and Population Health Strategic Delivery Partnership will provide the main community planning context for developing leadership and strategic planning for the Public Health Priorities for Scotland. Our strategic action plan will help support leadership, planning approaches, and initiate or enable the development of supportive activities in relation to wider South Ayrshire health improvement and community activity.	Our priority areas are aligned to the 6 public health priorities for Scotland where we: <ul style="list-style-type: none"> • live in vibrant, healthy and safe places and communities. • flourish in our early years. • have good mental wellbeing. • reduce the use of and harm from alcohol, tobacco and other drugs. • have a sustainable, inclusive economy with equality of outcomes for all. • eat well, have a healthy weight and are physically active.
Financial Inclusion Strategic Delivery Partnership <small>(Tackling Financial Inequality)</small>	The Financial Inclusion Strategic Delivery Partnership has the main strategic focus of tackling financial inequality, and with our partners, our key areas of focus include employability, maximising income, child poverty, looking ahead in preparation of the Ayrshire Growth Deal and supporting the community wide distribution of free access to sanitary products.	Our priority areas are: <ul style="list-style-type: none"> • Supporting the development of the Local Outcomes Improvement Plan (LOIP) key strategic theme of 'closing the poverty related outcomes gap'; • Child Poverty Action Plan; • Awareness raising; • Free access to sanitary products; and • Ayrshire Growth Deal.
Wallacetown Strategic Delivery Partnership <small>(Developing a team around the community approach)</small>	The Wallacetown Strategic Delivery Partnership Strategic Delivery Partnership will provide the main community planning context in relation to the development of the 'team around the community model' providing leadership and agreeing to the development and implementation of new ways of service delivery to support the model going forward.	Our priority areas are: <ul style="list-style-type: none"> • the implementation of a 'team around the community' to reduce inequalities and improve outcomes for people living in Wallacetown which encompasses a public health and trauma informed approach.
Sustainability Partnership <small>(Responding to the climate and ecological emergency)</small>	The Sustainability Partnership is working to respond to the climate and ecological emergency locally, by bringing partners together to share information and collaborate on projects. The partnership draws on the skills and knowledge of its wide membership base to promote best practice and the range of co-benefits facilitated through joined up action.	Our priority areas are: <ul style="list-style-type: none"> • Connecting people with nature • Supporting biodiversity • Food • Sustainable and active travel • Sustainable design and construction • Fairtrade
Communities Reference Group <small>(Strengthening community engagement)</small>	The 'Communities Reference Group' will inform the process of widening community engagement within our community planning structures. The group will also be used as a formal engagement process to discuss, for example the Local Outcomes Improvement Plan, CLD Partnership plan, Child Poverty Local Action Plan Report and wider community planning issues such as place planning.	Our priority areas are: <ul style="list-style-type: none"> • Annual community planning conference providing local communities with an update of progress in relation to the LOIP and to provide information on wider community planning initiatives (local and national) and; • To assist in the engagement process of reviewing our LOIP priority areas.

Item 3 Appendix 2

BENCHMARKING EXERCISE – EXAMPLES OF HOW OTHER LOCAL AUTHORITY AREAS HAVE APPROACHED THE COMMUNITY EMPOWERMENT (SCOTLAND) ACT 2015

North Ayrshire	East Ayrshire	South Ayrshire	Borders
Approach to Locality Planning	Approach to Locality Planning	Approach to Locality Planning	Approach to Locality Planning
<p>North Ayrshire fulfil their statutory responsibilities through six locality partnerships each with a locality plan attached to the following geographical areas:</p> <ul style="list-style-type: none"> • Arran • Irvine • The three Towns • Garnock Valley • Kilwinning • North Coast <p>• The Locality Plans are quite succinct with some localised profiling data; a small number of local priorities; health & social care priorities and then an accompanying action plan.</p>	<p>Community led action plans - East Ayrshire Council (east-ayrshire.gov.uk)</p> <p>There is a commitment over the next three years to roll out a programme to work with all communities within East Ayrshire to develop Community Led Action Plans. This forms a core part of the business of Vibrant Communities in terms of empowering and enabling local communities to take on the development and delivery of local programmes, services and facilities, therefore contributing to the vision of transforming our relationship with communities we serve.</p> <p>Community Led Action Plans in communities have</p>	<p>Under the South Ayrshire Council “Thriving Places” programme, draft Place Plans for the pilot areas of Ayr North and Girvan were published for consultation in March 2021. Each of these plans has identified clear priorities highlighted by the communities within their own areas and sets out a series of actions to be delivered across partners to address the issues raised.</p> <p>The Thriving Places approach to place planning is now being rolled out across South Ayrshire with consultation currently underway at Dundonald, Annbank, Mossblown and Tarbolton. A further phase of consultation is expected to be completed by the end of 2021 covering many of the communities in South Ayrshire. Place Plans for these communities are anticipated to be published following further community conversations in Spring 2022.</p>	<p>The Community Empowerment (Scotland) Act legislation also requires the CPP to prepare and publish more localised plans addressing local challenges and to improve local outcomes.</p> <p>There are five Locality Plans representing the five localities of:</p> <ul style="list-style-type: none"> • Berwickshire • Cheviot • Eildon • Teviot and Liddesdale • Tweeddale <p>These Locality Plans have been drafted</p>

	<p>produced key outcomes including the following:</p> <ul style="list-style-type: none">• More people wanting to take part in shaping the future of their community• Changing and more sophisticated leadership within communities• Communities shifting from being reactive to proactive• Communities becoming partners in their own development• A wide range of community projects and initiatives• A greater ability for communities to partner with public agencies to deliver services• Increased membership of existing local groups• Creation of new community organisations• Increased local capacity to develop and manage community projects		<p>through local area partnerships.</p>
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	<p>Each community follows a similar process:</p> <ul style="list-style-type: none">• Community Steering Group established• Household Survey developed and distributed to all households.• Community Profile prepared• Stakeholders identified and interviewed on a 1:1 or focus group basis• All responses analysed and collated into a report• Community event organised to feedback results to community and enable further refinement of results through a voting process• Community event report prepared• Draft Action Plan developed• Final Plan printed• Community Led Action Plan launch preparation		
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Community Involvement	Community Involvement	Community Involvement	Community Involvement
<p>People's Panel</p> <p>A <u>people's panel survey</u> is used to get the views of local residents. This takes place every 2 years. We use this and will also use the <u>Local Outcomes Improvement Plan</u> to measure how well we are doing. At the end of every year the LOIP is in place, an annual report will be produced that will show the work that has been done through the year towards achieving our outcomes.</p> <p>People's survey</p> <p>http://northayrshire.community/wp-content/uploads/2020/07/FINAL-north-ayrshire-questionnaire.pdf</p>	<p>Resident's Panel</p> <p>Residents' Panel: This representative forum of residents from across East Ayrshire was established to allow community planning partners to gain an increased understanding of residents' views and to increase community consultation in relation to the planning and development of services.</p> <p>East Ayrshire Community Planning Residents' Surveys are undertaken at approximately three year intervals to build information on the demographics of the East Ayrshire population; to develop an increased understanding of local priorities and views of residents on public service provision/satisfaction; and to inform performance measurement and reporting in respect of Community Planning and the associated</p>	<p>Communities Reference Group</p> <p>The 'Communities Reference Group' will inform the process of widening community engagement within our community planning structures. The group will also be used as a formal engagement process to discuss, for example the Local Outcomes Improvement Plan, CLD Partnership plan, Child Poverty Local Action Plan Report and wider community planning issues such as place planning.</p>	

	Local Outcomes Improvement Plan.		
South Lanarkshire	Perth & Kinross	Aberdeenshire	
Approach to Locality Planning	Approach to Locality Planning	Approach to Locality Planning	
<p>Neighbourhood Plan which will help to improve nine key communities in South Lanarkshire</p> <p>We must use smaller areas within South Lanarkshire to identify residents experiencing the poorest outcomes and then publish individual plans for each area as these specific priorities may differ from those in the overall Community Plan. The progress of every plan must also be reported publicly and reviewed regularly to ensure any progress continues to meet the needs of those living in these target areas.</p> <p>None of these smaller areas should have a population of more than 30,000 and it should be agreed what constitutes a valid locality. Following a detailed analysis of all 431 data zone levels across the 20 wards in South Lanarkshire, nine wards</p>	<p>A Place-based approach</p> <p>Within Perth and Kinross we have five Local Action Partnerships which cover the following localities. They are:</p> <ul style="list-style-type: none"> • Highland and Strathtay • Kinross-shire, Almond and Earn • Perth City • Strathearn and Strathallan • Eastern Perthshire <p>They consist of representatives from the local community, local elected members, and staff from Community Planning Partners. The Local Action Partnerships work together to identify the priorities for their area, particularly relating to inequalities and the actions they will take to address these priorities.</p>	<p>The CPP agreed this priority should take the form of locality plans for those towns/ areas throughout Aberdeenshire who experience the most social and economic disadvantage.</p> <p>The more “connected” a community is, particularly in terms of access to services and physical connections, such as broadband, road networks and transportation, to social connections and citizens, the greater the opportunity is for the community to be “cohesive” with a common vision and sense of belonging – where all individuals feel valued, respected and there is equal opportunity of access, i.e. addressing socio-economic inequalities.</p> <p>CPPs are required to prepare locality plans for areas experiencing poorer outcomes, setting out how outcomes will be improved within that area. 3 locality plans for Aberdeenshire have been chosen based on key areas of disadvantage, highlighted in the most recent Scottish Index of Multiple Deprivation (SIMD, 2016) assessment and the Improvement Service’s</p>	

<p>were identified as having sections of deprivation, poverty and inequality.</p> <p>Neighbourhood Plans have been produced for 6 areas to date including Annual Progress Reports, and together with maps for each area these are detailed below for your information:</p> <p>Burnhill:</p> <ul style="list-style-type: none"> • Burnhill Neighbourhood Plan; • Burnhill Annual Progress Report 2021-2022; • Burnhill Map <p>Cambuslang East:</p> <ul style="list-style-type: none"> • Cambuslang East Neighbourhood Plan; • Cambuslang East Annual Progress Report 2021-2022; • Cambuslang East Map <p>Fairhill:</p> <ul style="list-style-type: none"> • Fairhill Neighbourhood Plan; • Fairhill Annual Progress Report 2021-2022 		<p>Community Planning Outcomes Profile (CPOP) tool.</p> <p>Although the main role of the Lead Group has been to oversee the delivery of the CPP Locality Plans, following the 3-year review of the LOIP and, in turn, a revision of the Connected & Cohesive Communities Terms of Reference, the strategic lead group is now focussing on building relationships with those Local Community Planning Groups who don't have a Locality Plan in their area and supporting the delivery of any actions that would benefit from a partnership approach.</p> <p>This is being supported by strategic actions that are currently being developed and progressed through a new action plan for the Connected & Cohesive Strategic Lead Group.</p> <p>How did we choose our Localities? Read our SIMD analysis of Aberdeenshire;</p> <ul style="list-style-type: none"> • the report to the CPP Board in March 2017 explaining the selection process; • the indicators used to rank the 3 geographies with the poorest outcomes in Aberdeenshire; 	
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<ul style="list-style-type: none"> • <u>Fairhill Map</u> <p>Hillhouse, Udston and Burnbank:</p> <ul style="list-style-type: none"> • <u>Hillhouse, Udston and Burnbank Neighbourhood Plan;</u> • <u>Hillhouse, Udston and Burnbank Annual Progress Report 2021-2022;</u> • <u>Hillhouse, Udston and Burnbank Map;</u> <p>Springhall and Whitlawburn:</p> <ul style="list-style-type: none"> • <u>Springhall and Whitlawburn Neighbourhood Plan;</u> • <u>Springhall and Whitlawburn Annual Progress Report 2021-2022;</u> • <u>Springhall and Whitlawburn Map</u> <p>Strutherhill and Birkenshaw:</p> <ul style="list-style-type: none"> • <u>Strutherhill and Birkenshaw Neighbourhood Plan;</u> • <u>Strutherhill and Birkenshaw Annual</u> 		<ul style="list-style-type: none"> • <u>the statistics updated in October 2018 on each of the 3 Localities;</u> • <u>the Banff and Macduff Overview 2017;</u> and • <u>the Banff School Network Area Statistical Overview 2019</u> 	
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<p><u>Progress Report 2021-2022:</u></p> <ul style="list-style-type: none"> • <u>Strutherhill and Birkenshaw Map</u> 			
Community Involvement	Community Involvement	Community Involvement	Community Involvement
<p>The South Lanarkshire approach to community engagement is to develop a broad range of opportunities which enable communities to be actively involved at all levels of the Community Planning process.</p> <p>Communities can be defined in different ways. There can be 'communities of place' for example a neighbourhood, street or village as well as 'communities of interest' for example young people, ethnic minorities, people who consider themselves to be disabled, business etc.</p> <p>Currently activity takes place in the following areas:</p>		<p>In 2004, the Aberdeenshire CPP set up a citizens' panel, <i>Viewpoint</i>, sourcing views from about 1,250 Aberdeenshire residents.</p> <p><i>Viewpoint</i> is broadly representative of the Aberdeenshire population and has consistently provided high response rates. Panel members are regularly consulted and invited to complete questionnaires on a wide range of topics which are of importance to local community planning partner organisations. This provides invaluable feedback which is used in the planning and delivery of local services.</p> <p>How does it work? Annually, up to four questionnaires are sent by post to <i>Viewpoint</i> members, each containing a number of survey topics</p>	

<ul style="list-style-type: none"> •Community Planning Partnership •Engagement by Community Planning themed partnerships •Area wide engagement •Partnership with the community and with the voluntary sector •Links with local forums and key organisations •Engagement by individual partner organisations <p>Further information can be found in the: <u>South Lanarkshire Community Engagement and Participation Strategy 2020-2025</u></p>		<p>submitted by community planning partners. These can either be completed on paper or using an internet based link, with each survey remaining open for around three weeks.</p> <p>Once the survey has closed and the results are analysed, a detailed report is prepared and shared with the relevant partner organisations. Ultimately, a <i>Viewpoint</i> newsletter is prepared and sent to all panel members detailing the key findings from the survey. Importantly, this newsletter also contains comment from partner representatives, who provide feedback on how they will use the survey results within their area of responsibility.</p>	
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APPENDIX 3 – REVIEW OF COMMUNITY PLANNING – UPDATED TIMELINE

Updated Timeline	
August CPEG	Reaching consensus on preferred options/way forward
August – October	Ongoing engagement/discussion with: <ul style="list-style-type: none"> • Leads of CP Partnerships/Working Groups • Workshop/s with key CP Partners • Locality Hubs • Community Foodsharing Group • D&G Participation and Engagement Network
September CPPB	Present updated position and seek further consensus on way preferred forward.
October CPEG	Presenting feedback from engagement sessions and seeking agreement on finalised plans for the revised LOIP; Locality Planning and revised Community Planning model and clarifying how this will work in terms of involvement, reporting and monitoring going forward.
November CPPB	Presenting the finalised position and seeking board approval on implementation.
November – January 2023	Scripting and revising key documents and establishing new operating arrangements.
Feb/March 2023	Approval of finalised documents at first CPEG and CPPB meetings of 2023.



COMMUNITY PLANNING PARTNERSHIP BOARD – 9 September 2022

CURRENT KEY STRATEGIC ISSUES UPDATES

ITEM 4

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

3.2 A full update on the CPP Recovery Plan will be presented to the November Board meeting.

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

Children's Services Plan

- a new Strategic Needs Assessment for Children & Young People is in development.

Community Justice Outcomes Improvement Plan

- a new National Strategy for Community Justice was published in June [National Strategy for Community Justice - gov.scot \(www.gov.scot\)](https://www.gov.scot/publications/national-strategy-for-community-justice/pages/introduction/index.aspx).

Employability & Skills Plan

- The D&G Local Employability Partnership(LEP) Delivery Plan 2022-2027 has been agreed and submitted to Scottish Government.
- D&G LEP has constituted a short life working group to plan and deliver the Workforce Summit event which is proposed to take place in Dumfries and online on Tuesday 4th October.

Health & Social care Strategic Plan

- The results of the national Health and Care Experience Survey 2022 results have been published by the Scottish Government. A report summarising responses from people registered with a GP Practice in Dumfries and Galloway is included as **Appendix 3**.

Local Child Poverty Action Plan

- The 2021-2022 Local Child Poverty Action Report is in the final stages of development and will be presented to Dumfries and Galloway Council at the end of September and NHS Dumfries and Galloway Board in early October.

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 - CJP Programme 16 08 22

3 – Health and Care Experience Survey 2022

Stephen Jack – Lifelong Learning Manager

UPDATES ON KEY STRATEGIES AND PLANS

1. Children's Services Plan

1.1 The Year 2 Joint Annual Report on our Children's Services is currently in development, and the intention is to present this to DG Council at the end of September.

1.2 Our next Children's Services Plan (2023 to 2026 will commence in April 2023 and we are currently in the planning stage. A Strategic Needs Assessment (SNA) for children's services is in the process of being finalised, and this will inform the identification of draft priorities for the next Children's Services Plan. A partnership workshop will take place in early September to consider the SNA and identify some draft priorities. Further consultation on the draft priorities will then take place with a wider range of multi-agency stakeholders, Youth Council and representative groups.

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

2. Dumfries and Galloway Community Justice Outcome Improvement Plan

2.1 The new National Strategy for Community Justice was published in June [National Strategy for Community Justice - gov.scot \(www.gov.scot\)](https://www.gov.scot/resources/documents/2022/06/National-Strategy-for-Community-Justice-2022-2026.pdf). However, work remains ongoing on the revision of the national Outcomes, Performance and Improvement Framework. This has delayed publication of a new local Community Justice Outcome and Improvement Plan.

2.2 Locally work remains ongoing on completion of our local Strategic Needs and Strength Assessment, a horizon scanning workshop is in development in preparation for our new plan.

2.3 Both Lived Experience Projects continue to develop with groups beginning both East and West of the region.

2.4 The Community Justice Partnership and Violence Against Women Sub Committee of the Public Protection Partnership hosted a joint development session to produce a multi-agency response to the Scottish Government Consultation on 'Improving victims' experiences of the justice system'. The response was submitted on 4th August 2022.

2.5 A joint national Community Justice Partnership/Alcohol and Drug Partnership Event is taking place on Tuesday 16th August 2022 (programme attached **Appendix 2**). The event will be opened by our local Community Justice Partnership Manager who is also Vice Chair of the National Community Justice Network (previously Chair for the last three years).

2.6 Dumfries and Galloway is one of four local authority areas chosen to be part of a thematic review of diversion from prosecution. Inspectors from the Care Inspectorate will be in Dumfries and Galloway week commencing 5th September for file reading, service user interviews and focus groups. This is being coordinated by CJP and Justice Social Work.

2.7 We are in the process of completing the Local Community Justice Outcome Activity Template for Community Justice Scotland. Deadline for completion is mid September.

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

Appendix 2 – CJP Programme 16 08 22

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

3.1 CLD Partnership updates

3.1.1 There has been no formal meeting of the CLD Partnership over the summer period with the next meeting scheduled to take place on 22 September 2022.

3.1.2 Many front line resources across CLD Partners have been drawn in to support Summer Holiday programme activities across the region and also to support Ukrainian Refugees in terms of orientation; finance; housing and learning needs which has been the priority.

3.2 Operational Updates

3.2.1 Workforce

Partners have worked together to help promote CLD 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 explored further at the September meeting.

3.2.1 Adult Learning Recovery Fund

3.2.1.1 The monitoring return to Scottish Government on the successful Adult Learning Recovery Fund was co-ordinated and submitted through Third Sector Dumfries & Galloway in July 2022. A summary is provided as follows:

- 17 projects were funded in total
- Total awards of £39,000 were made

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 disproportionately affected during Covid-19. People with additional support needs and disabilities and their families.

3.2.1.3 A full evaluative report has been produced by Third Sector D&G and this will be discussed at the next CLD Partnership meeting.

3.3 Input into the South West Education Improvement Collaborative (SWEIC)

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 develop 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

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.

4.2 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

D&G LEP Delivery Plan 2022-2027 has been agreed and submitted to Scottish Government. A condensed version of the plan is being developed and will be published on the partnership website www.dgemployability.co.uk

4.3.2 Workforce Summit

D&G LEP has constituted a short life working group to plan and deliver the Workforce Summit event which is proposed to take place in Dumfries and online on Tuesday 4th October.

4.3.3 No One Left Behind Phase 2

Work is ongoing to build capacity with local third and private sector organisations who provide employability support and to date more than 25 have registered with the Scotland Excel Employability Services Dynamic Purchasing System.

4.3.4 No One Left Behind including the Young Persons Guarantee Delivery update

4.3.4.1 LEP agreed to extend delivery to March 23 for continuation of Partner Key Workers in 5 organisations funded by No One Left Behind and the Young Person's Guarantee and subject to meeting the terms and conditions of the 22/23 grant.

4.3.4.2 Long Term Unemployed Intermediate Labour Market – all placements now live and being coordinated by the LEP Partnership Management Office. Success of NHS partnership being recognised by Scottish Government. Full details/....

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 <i>right support</i> is available in the <i>right way</i> at the <i>right time</i>, with a focus on delivery of the Young Persons Guarantee within an all-age employability support service	
YPG	Research by Sleeping Giants on employability support involving young people and employers. Report: September 2022
	Project Search partnership by Dumfries and Galloway Council and D&G College: 7 interns have secured employment
	Partners Key Workers funded in Better Lives Partnership, The Usual Place, Volunteering Matters, Let's Get Sporty and Loreburn Housing providing support for 37 young people
NoLB	Over 200 people aged 16-67 people accessing 121 key worker support via D&G council's Employability & Skills Service
	44 parents supported through Youth Services Steps to Excellence and collaboration in SCMA Rural Child-minding Project
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	YPG Partnership's effective Employability Coordination Groups in every school means all young people leaving have been offered support if needed
NoLB	Partnership chaired by DWP sharing data within partnership to allow focus for targeted support to those most in need
3. To agree shared local governance to streamline the employability landscape, support collaborative working and coordinate resources to improve opportunities and outcomes	
PMO	Partnership Management Office in place to support the Local Employability Partnership, coordinating delivery, building capacity of partners, monitoring funding and reporting
NoLB (including YPG)	Long Term Unemployed programme with 47 placements being coordinated within council (20), third sector (19) and NHS (8)
	Parental Employment Support Funding opportunities as part of an intermediate labour market approach offering parental engagement roles supporting Amazing Summer roadshows
	Delivery of small grants via NOLB and YPG to provide support including collaboration between Wigtownshire Stuff and The Usual Place, easyread materials and direct support
4. To set and monitor quality standards for employability provision and encourage compliance by providers	
	LEP Training Provider and Practitioner Forum established and active with around 50 local providers regularly attending
5. To encourage employers to adopt fair work principles and promote inclusive growth which is sustainable for people and planet	
	An initial Equality and Impact Assessment of the LEP Delivery Plan undertaken and submitted to Scottish Government
	37 young people supported into employment via Employer Recruitment Incentives this quarter which requires employers to consider Fair Work.

Supported by Fair Work Officer, D&G Council Organisational Development has undertaken an assessment of current practice in relation to Fair Work principles

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

5. Health and Social Care Strategic Plan

5.1 The results of the national Health and Care Experience Survey 2022 results have been published by the Scottish Government. A report summarising responses from people registered with a GP Practice in Dumfries and Galloway is included as **Appendix 3**.

5.2 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.

5.3 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.

5.4 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.

5.5 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.

5.6 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.

5.7 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.

5.8 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.

5.9 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%.

5.10 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.

5.11 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.

Julie White, Chief Officer, Health and Social Care

Appendix 3 - Health and Care Experience Survey 2022

6. Local Child Poverty Action Report

6.1 The 2021-2022 Local Child Poverty Action Report is in the final stages of development and will be presented to Dumfries and Galloway Council at the end of September and NHS Dumfries and Galloway Board in early October. The LCPAR will include a retrospective report on the previous year (2021-22) and a new forward plan for child poverty covering the period 2022-26. The LCPAR will be included in the next quarterly update to Community Planning Partnership Board.

6.2 A second child poverty systems mapping workshop was facilitated by Public Health Scotland in June 2022 and the output from this will be available to local partners in August 2022. This process has enabled the partnership to consider opportunities and gaps in the system and additional actions to support families experiencing or at risk of poverty.

6.3 Sub-Group 4 of the Poverty and Inequalities Partnership have developed proposals for future child poverty partnership arrangements, and these will be considered through appropriate governance processes in September 2022.

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 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. It is available on the Council's website at www.dumgal.gov.uk/ldp2

7.2 National updates

7.2.1 Local Place Plans

Officers from across the Council are continuing to work together along with external partners to develop processes and procedures for how local communities can prepare a Local Place Plan. Web text along with an expression of interest form should be live in the next month. This will give us a better understanding of what the expected demand is from communities.

7.2.2 Draft National Planning Framework 4

The Scottish Government has advised that they expect Scottish Ministers to adopt National Planning Framework 4 (NPF4) in the 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.

7.2.3 Local Development Plans

The Scottish Government has advised that Secondary Regulations and Guidance on Local Development Planning will be published after NPF4 has been adopted. 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.

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

8. Local Housing Strategy

8.1 Local Housing Strategy 2018-23

The Council put in place a Strategic Housing Forum to deliver a collaborative approach to the development of the current Local Housing Strategy (LHS). Since the local elections, Members have agreed that Councillor Sean Marshall will chair this forum. The LHS shapes the delivery of the Affordable Housing Supply and Energy Efficient Scotland programmes for 2022/23 in Dumfries and Galloway and is being supported by a total budget allocation of almost £23 million from the Scottish Government. This will be further supplemented by leveraging in additional funding, and also by developers own resources. The LHS details the strategic approach of the Local Authority and its partners to delivering high quality housing related services across all tenures, to meet identified need in its region. It also has a key role to play in contributing to the effective integration of adult health and social care.

8.2 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. ABS draw on a range of data sources including the Scottish Index of Multiple Deprivation, child poverty statistics and the Scottish House Condition Survey. 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 have been more than 1,800 energy efficiency measures installed across Dumfries and Galloway, saving over 73,000t of carbon in their lifetime and result in fuel bill savings in excess of £17m.

8.3 Strategic Housing Investment Plan

8.3.1 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) which aims to increase and accelerate the supply of homes across all tenures. For the 4 year period from 2022/23 – 2025/26, Dumfries and Galloway Council have been allocated £82.7 million, split into separate sums for each financial year. This long term allocation is intended to assist plan and deliver affordable homes in line with the priorities of the LHS and SHIP.

8.3.2 The 1 September 2022 meeting of the Economy and Resources Committee will receive a report seeking agreement to the annual SHIP review for 2022, and the inclusion of new sites in the west of the region. The SHIP has been through a period of consultation with the Council's development partners, and an update will also be presented at the next Strategic Housing Forum. A number of significant challenges are currently impeding delivery including rising construction 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 home building in the region and prioritising areas for identification of pipeline projects.

8.4 Vacant and Derelict Land and Property Strategy

8.4.1 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.

8.4.2 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 has been taking place during the summer and the findings will be used to support the development of a draft strategy that will be presented for Elected Member consideration at the November meeting of the Economy and Resources Committee.

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

9. Poverty and Inequality Strategy 2021-26

9.1 Background

The Community Planning Partnership Board agreed on 12th March 2021 to a partnership approach to tackling poverty and inequalities. As previously Reported to this Board, this has resulted in the formation of a new Community Planning Poverty and Inequalities Partnership along with a new Strategy which will be delivered until 2026.

9.2 Dumfries and Galloway Community Planning Poverty and Inequalities Partnership

9.2.1 As previously reported to this Board, our Partnership had been formed and our Strategy from 2021 – 2026 has been published. This includes our Vision and Objectives which are all detailed below:

- Our vision is: A Dumfries and Galloway in which local action has driven poverty as low as possible and has mitigated as far as possible the impact of poverty when experienced’.
- Our Objectives are:

Outcome Objective 1: Tackle severe and persistent poverty and destitution

Outcome Objective 2: Maximising income of people facing poverty

Outcome Objective 3: Reducing the financial pressures on people in poverty

Outcome Objective 4: Building individuals and communities’ ability to deal with the effects of poverty

Enabling Objective 1: Building organisational and system capacity

Enabling Objective 2: Addressing barriers to access

9.2.2 Our Partnership meets on a monthly basis (via Microsoft Teams), moving to bi-monthly from September 2022 and is independently Chaired by Professor Malcolm Foley who was appointed to this post in August 2021.

9.2.3 Our four Sub-Groups have now formed and the first three highlighted below all Presented their draft Action Plans to our Partnership on 30th March 2022. These were all agreed and are now being delivered by each of the Sub-Groups with focused monthly Meetings being held to ensure the effective delivery of all actions included within each:

- *Sub-Group 1 – “Tackling severe and persistent poverty and destruction” and “Building individual and community resilience to poverty” Chair: Claire Brown, Operations Manager, Third Sector Dumfries and Galloway*
- *Sub – Group 2 – “Measuring income of people facing poverty” Chair: Christine Sinclair, Operations Manager, Dumfries and Galloway Citizens Advice Service*
- *Sub-Group 3 - “Reducing financial pressures on people facing poverty” Chair: Sue Irving, Director of Housing Services, Loreburn Housing Association*

9.3 Sub-Group 4: Developing our Approach to Child Poverty including the 2021/2022 Annual Report and updating the 2020-2023 Action Plan.

9.3.1 In addition to all of the above, a fourth Sub-Group has also been agreed and formed and is led by Laura Gibson, Health and Wellbeing Specialist, Public Health Improvement, NHS Dumfries and Galloway. Following on from the delivery of a detailed joint Briefing Paper between Dumfries and Galloway Council and NHS Dumfries and Galloway, the Children’s Services Executive Group have also agreed to support this new dedicated Sub-Group to assist with the completion of our annual Scottish Government Child Poverty Action Plan Report.

9.3.2 This Sub-Group has explored opportunities to develop a more collaborative, whole system approach to preventing child poverty and mitigating its impacts which will focus on developing and delivering actions to make a real difference to children and families.

9.3.3 The Chair and the Sub-Group Members have now completed two processes to support this: a self-assessment supported by the Improvement Service and a data and systems mapping approach supported by Public Health Scotland.

9.3.4 The Self Assessment Process has already been completed with the Report being presented to the Sub-Group 4 Second Workshop which was held on 25th January 2022. During March 2022, together with colleagues from Public Health Scotland the Sub-Group also completed a Data Systems Approach to Tackling Child Poverty which is being modelled on the successful project completed last year with Inverclyde Council. A further Data Systems Approach Workshop was also held in June 2022 with additional information and discussion being completed by all partners attending which is being fed into the final Report which the Improvement Service is due to complete shortly.

9.3.5 The draft Sub-Group 4 Action Plan was submitted to the Poverty and Inequalities Partnership on 7th September 2022 for consultation and review.

9.3.6 The Child Poverty Action Plan will also be due to be submitted to our Partnership in September 2022, Dumfries and Galloway Full Council and the Dumfries and Galloway NHS Board for consultation and review and will then be submitted to the Scottish Government later this year.

9.3.7 A new 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.

9.3.8 This Sub-Group will deliver a co-ordinated approach to the delivery of our overall Strategy as well as co-ordinating all activities for Challenge Poverty Week 2022. This will take place from Monday 3rd October 2022 – Sunday 10th October 2022 and a draft Programme of activities will be submitted to the Partnership for review and approval on 7th September 2022.

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 and all of our projects which are contained within each of our four Sub-Group Action Plans will all be measured and reported on to our Community Planning Partnership Board.

9.4.3 Our four Sub-Group Action Plans are all attached to this Report as Appendix's 1 – 4 as detailed below:

- *Appendix 1 – P & I Partnership Sub-Group 1 Action Plan*
- *Appendix 2 – P & I Partnership Sub-Group 2 Action Plan*
- *Appendix 3 – P & I Partnership Sub-Group 3 Action Plan*
- *Appendix 4 – P & I Partnership Sub-Group 4 Action Plan*

9.4.4 In addition to the above, the partnership Chair and Service Manager from Dumfries and Galloway Council attended the Community Planning Executive Group Meeting which was held on Wednesday 24th August 2022 to present the first Annual Report from our Dumfries and Galloway Poverty and Inequalities Partnership.

9.4.5 All feedback received from the Report and Presentation to the Executive Group was highlighted at the next Partnership Meeting.

9.5 Supporting our Tackling Poverty Reference Group Volunteers

9.5.1 Our Tackling Poverty Reference Group Volunteers continue to receive a high level of support from Dumfries and Galloway Council.

9.5.2 This continues to include weekly phone calls and on occasion daily phone calls, sign posting to additional support services and also emotional support during this incredibly challenging time. From April 2022, monthly In Person Meetings have resumed which have been noted by the Volunteers as being their preferred method of Meeting. This gives them the opportunity to both meet in person, catch up on a more informal basis and also interact on a face to face basis.

9.5.3 A new Programme of Events and Activities as well as consultation sessions are being 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.

9.5.4 In addition to the above, new volunteers have also been recruited to the Group which will add to the number of volunteers supporting all of the activities which are completed on a monthly basis as well as give us a more diverse membership.

9.5.5 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 have attended the TPRG Meeting in June with additional volunteers due to join the Group in the next few months.

Lead Officers: Professor Malcolm Foley, Chair of the Poverty and Inequalities Partnership & Mark Molloy, Service Manager- Young People, Communities Directorate, Dumfries and Galloway Council

10. Regional Transport Strategy

10.1 New Regional Transport Strategy

10.1.1 The current 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.

10.1.2 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 once suitably qualified external assistance was procured.

10.1.3 The process to undertake a RTS is set out in guidance and requires the following elements with consultation throughout:

- Issues and Objectives (Case for Change/Main Issues Report)
- Transport Options, and Appraisal
- Draft Strategy
- Final Strategy
- Strategic Environmental Assessment (SEA)
- Equalities Impact Assessment (EqIA)

10.1.4 As with all transport strategy and policy documents in Scotland, our RTS must be founded on the principles of the Scottish Transport Appraisal Guidance (STAG), an objective-led framework whereby the options / option packages developed ultimately reflect an evidenced set of problems and opportunities, and Transport Planning Objectives (TPOs) derived from these.

10.1.5 Fundamentally, the RTS should:

- clearly set out the transport problems / issues / opportunities which will be faced across the SWestrans area over the RTS period, and
- provide a framework for how these problems / issues / opportunities will be responded to by SWestrans and others.

10.1.6 Ultimately the challenge for the RTS is to produce a strategy and associated implementation / delivery plans that:

- are relevant and meaningful to the public, organisations, and businesses in the SWestrans area, and
- make a material difference in evolving transport in the SWestrans area to a decarbonised and more active future taking into account the largely rural nature of the area.

10.2 Transport Options, and Appraisal

10.2.1 SWestrans, at its Board meeting on 23 September 2022, will receive an update on the Options Appraisal stage within the development of the Regional Transport Strategy (RTS). Transport Planning Objectives (TPOs) for the strategy have been agreed and these TPOs have been used as the basis for setting Strategy Objectives. A set of six draft RTS Objectives which reflect and encompass the TPOs and set a clear direction for the strategy have been developed. These are defined below:

- 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.

10.2.2 The development and appraisal of individual options to implement the proposed RTS Strategic Objectives (and thereby address all identified TPOs) through Stage 2 – Preliminary Options Appraisal of the STAG process is close to completion and the outcomes of the appraisal process will inform the preparation of a full draft RTS, which will be accompanied by detailed Environmental Assessment Report and Equalities Duties Report for consultation.

Lead Officer: Douglas Kirkpatrick – SWestrans

Community Justice Network and Alcohol and Drug Partnerships Joint Event

Moving from Partnerships to Collaborating

AGENDA

Date	Tuesday 16 August 2022
Time	10.00am – 13.30pm
Location	Microsoft Teams

Time	Item
10.00am	Welcome Vikki Binnie, Community Justice Network Vice Chair
10.05am	The National Mission to Reduce Drug Deaths and Improve Lives Angela Constance, Minister for Drug Policy
10.15am	Drugs, Alcohol and Justice Karyn McCluskey, Chief Executive, Community Justice Scotland
10.45am	National Strategy for Community Justice Graham Ackerman, Head of Community Interventions, Finance, and Sponsorship Unit, Community Justice Division, Scottish Government
11.00am	A Public Health Approach in Justice – The Policing Perspective Superintendent Hilary Sloan, Police Scotland and Dr Diane Stockton, Public Health Scotland
11.30am	Break
11.45am	Workshop
12.25pm	Change Over
12.30pm	Workshop
13.10pm	What Does the Future Look Like? Karyn McCluskey, Chief Executive, Community Justice Scotland
13.30pm	Close

Item 4 Appendix 3 - Health and Care Experience Survey 2022

Summary of Responses from NHS Dumfries and Galloway

The Scottish Health and Care Experience (HACE) survey is carried out every two years using a postal survey sent to a random sample of people aged 17 or older and registered with a GP in Scotland. The most recent survey was sent out in November 2021 to find out about people's experience in the previous 12 months.

The survey asks about experience of:

- Primary care services
- Out of hours healthcare services
- Social care and support services
- Covid-19

Results are reported at a national level, supplemented with 8 publicly available dashboards allowing for analysis at NHS Board, HSCP and GP Cluster level. These dashboards can be accessed on the Public Health Scotland website.

(<https://publichealthscotland.scot/publications/health-and-care-experience-survey/health-and-care-experience-survey-2022/introduction/>)

With the exception of the demographic details of respondents, results are weighted to be representative of the total population. A link to the methodology used for weighting is available using the link above.

The results were published in May 2022

This summary aims to highlight key findings from the responses received by residents of Dumfries and Galloway.

Context

The survey took place during the Covid-19 pandemic and covered a time period during which there were changes to the way in which many healthcare services operated to reduce the risk of transmission of the virus. These included:

- Guidance to GP practices not to treat people face to face unless necessary
- Carer organisations transitioned to remote working
- Changes were made to a range of social care services, including some being paused for a time
- Social distancing and the wearing of face masks in healthcare settings

Response Rates and Demographics

A total of 537,924 surveys were sent out across Scotland with 13,761 being sent to residents of Dumfries and Galloway. This equates to 11% of the estimated population in the region aged 17 and older.

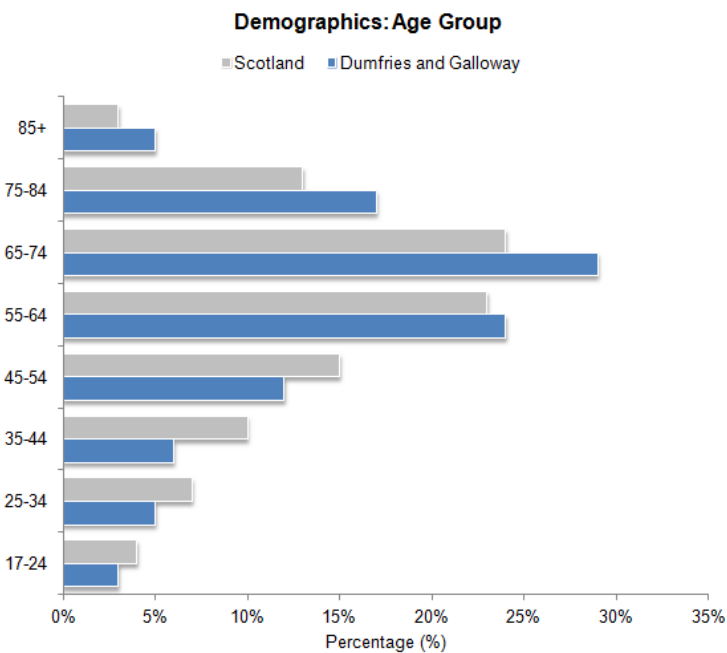
The **33% response rate** from Dumfries and Galloway compares favourably with the national average of 24%.

Response rate	Dumfries and Galloway	Scotland
Number of responses	4,565	130,352
Sample size	13,761	537,924
Response rate	33%	24%

1. Demographics

1.1 Age Group

51% of the responses from Dumfries and Galloway were from people aged 65 years or older. This compares with 40% of all respondents across Scotland.



1.2 Gender

Responses from Dumfries and Galloway reflect the pattern of responses nationally.

- Male – 44%
- Female – 56%

1.3 Ethnicity

99% of respondents from Dumfries and Galloway reported their ethnic group to be 'white'. This is higher than the national average of 96%.

1.3 Work Status

The largest percentage of respondents in Dumfries and Galloway were retired from work. Although this figure is higher than the national average it is likely to reflect the age profile of the people from the region who responded.

Work status	Dumfries and Galloway	Scotland
Retired	51%	42%
Employed (full or part time)	31%	40%
Self-employed (full or part time)	9%	7%
Don't work due to illness or disability	4%	5%
Other	2%	2%
In full-time education or training	1%	2%
Unemployed/looking for work	1%	2%
Don't work due to caring responsibilities	1%	1%

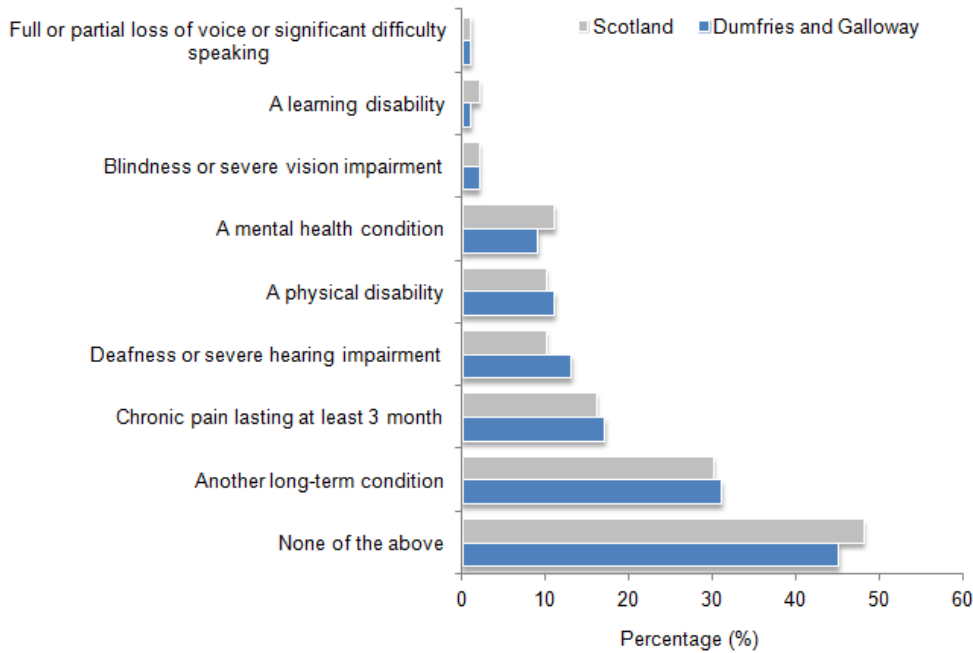
2. The Health of People Responding

2.1 Long Term Conditions

55% of respondents from Dumfries and Galloway reported a long term condition that had lasted, or was expected to last longer than 12 months. This compares with 52% of people across Scotland.

The nature of long term conditions reported were similar to those reported nationally and showed little change from those of respondents to the previous 2020 survey.

Demographics: Long-term conditions



2.2 Health Problems or Disability That Limit Daily Life

41% of respondents from Dumfries and Galloway reported that their day to day activities were limited to some extent by a health problem or disability. This was 4 percentage points higher than the national average of 37%.

Day to day activities are limited by a health problem or disability	Dumfries	Scotland
Yes, limited a lot	14%	13%
Yes, limited a little	27%	24%
No	59%	63%

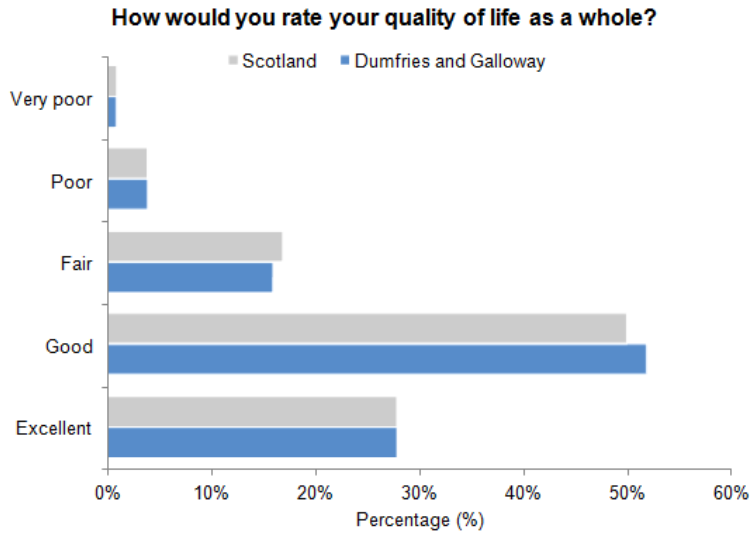
2.3 Able to Look After My Own Health

93% of respondents from Dumfries and Galloway reported that they felt very or quite able to look after their own health, slightly above than the national figure of 92%.

In general, how well do you feel that you are able to look after your own health?	Dumfries and Galloway	Scotland
Very well	50%	48%
Quite well	43%	43%
Not very well	6%	8%
Not at all well	1%	2%

2.4 Quality of Life

80% of respondents from Dumfries and Galloway reported their quality of life to be excellent or good.



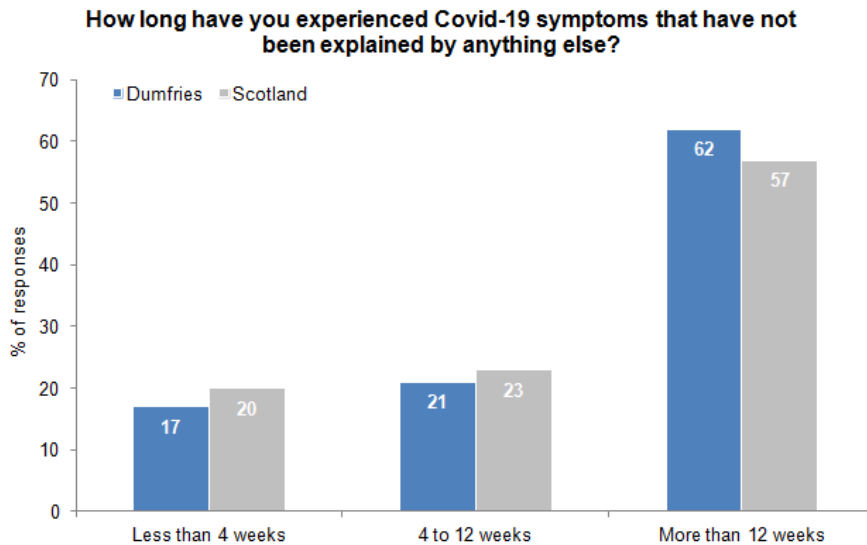
2.5 Covid 19

13% of respondents reported having had Covid-19 which had been confirmed by a positive test (8%) or based on symptoms but not confirmed by a test (5%), slightly lower than the national average of 17%. Of these respondents:

- 70% had fully recovered and returned to their previous level of health
- 30% had not fully recovered and returned to their previous level of health

Nationally, 74% of people who reported having had Covid-19 felt that they had fully recovered from the illness.

The percentage of people experiencing Covid-19 symptoms up to 12 weeks was lower in Dumfries and Galloway than the national average, but the percentage reporting symptoms that had lasted longer than 12 weeks was higher.



98% of respondents had been vaccinated against Covid-19 (Scotland, 97%).

3. Summary of Key Results

3.1 The GP Practice

- Overall care provided by GP practice
 - 75% positive, higher than Scotland average (67%)
 - 9 percentage points lower than 2020 (84%)
- Easy to contact GP practice in the way that they want
 - 88% positive, higher than Scotland average (75%)
 - 4 percentage points lower than 2020 (92%)
- If they need to speak to a doctor / nurse quite urgently, seen within 2 working days
 - 91% positive, higher than Scotland average (85%)
 - No change from 2020 (91%)

3.2 Recent Treatment or Advice from the GP Practice

- Treated with compassion and understanding
 - 85% positive, higher than Scotland average (83%)
 - 6 percentage points lower than 2020 (91%)
- Received most of their treatment or advice from a doctor
 - 64% doctor, lower than Scotland average (68%)
 - 5 percentage points lower than 2020 (69%)
- Received most of their treatment or advice from a nurse
 - 28% nurse, higher than Scotland average (24%)
 - 2 percentage points higher than 2020 (26%)
- Received face to face appointments at their GP practice
 - 48% face to face appointment, higher than Scotland average (37%)
 - 38 percentage points lower than 2020 (86%)
- Received a telephone appointment with their GP practice
 - 48% telephone appointment, lower than Scotland average (57%)
 - 36 percentage points higher than 2020 (12%)

3.3 Out of Hours Care

- Overall experience of care received from and NHS service when GP practice was closed
 - 69% positive, higher than Scotland average (67%)
 - 12 percentage points lower than 2020 (81%)
- Treated with compassion and understanding
 - 81% positive, higher than Scotland average (79%)
 - 3 percentage points lower than 2020 (84%)

3.5 Care, Support and Help with Everyday Living

- Overall experience of help, care or support with everyday living
 - 68% positive, higher than Scotland average (62%)
 - 7 percentage points lower than 2020 (75%)

- Treated with compassion and understanding
 - 77% positive, higher than Scotland average (70%)
 - 2 percentage points lower than 2020 (79%)
- The help, care or support improved or maintained my quality of life
 - 71% positive, higher than Scotland average (62%)
 - No change from 2020 (71%)
- I felt safe
 - 74% positive, higher than Scotland average (67%)
 - No change from 2020 (74%)

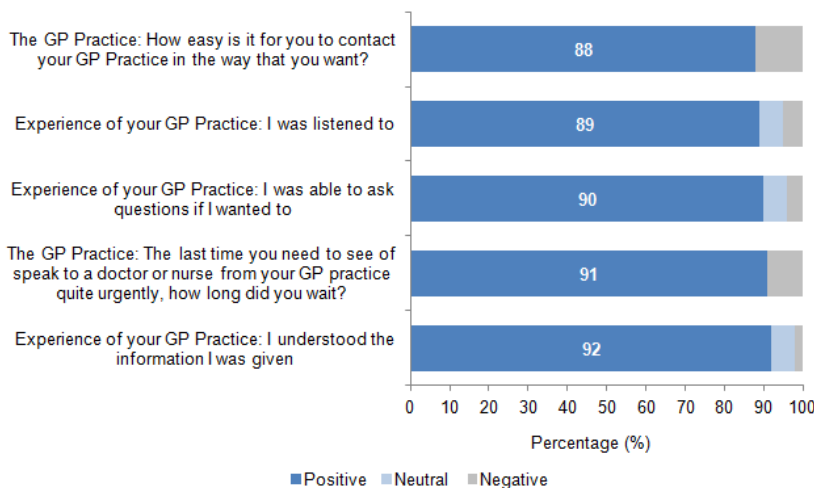
3.5 Caring Responsibilities

- Look after or provide regular help or support to others
 - 18% provide regular help or support to others, equal to Scotland average (18%)
 - 5 percentage points higher than 2020 (13%)
- Have not had help or support with everyday living but feel that I need it
 - 2% report feeling that they need support with everyday living but did not get this, below Scotland average (3%)
- Feel supported to continue care
 - 31% positive, higher than Scotland average (30%)
 - 4 percentage points lower than 2020 (35%)
- Have a good balance between caring and other things in my life
 - 64% positive, higher than Scotland average (63%)
 - 4 percentage points lower than 2020 (68%)
- Local services are well coordinated for the person I look after
 - 32% positive, higher than Scotland average (29%)
 - 9 percentage points lower than 2020 (41%)

4. Summary of Experience Ratings Questions with the Most Positive Results

Four of the five most positive responses in 2022 remain unchanged from 2020. The question ‘The last time you needed to see a doctor or nurse from your GP practice quite urgently, how long did you wait?’ was not in the top 5 most positive responses for 2020, although the percentage of positive responses to this question has remained unchanged (91%).

Ratings Questions with Most Positive Responses

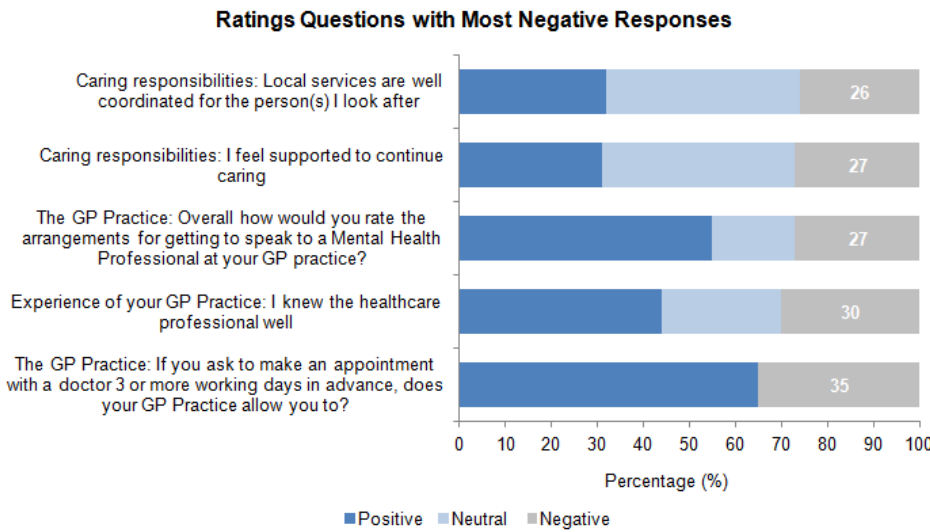


In 2022 the most positive responses ranged from 88% to 92%. This compares to a range of 93% to 95% in 2020. Therefore, although there has been little change in the elements of the healthcare experience that people rated most positively there has been a general decrease in the percentage of positive responses.

5. Summary of Experience Ratings Questions with the Most Negative Results

Questions with the most negative responses are also largely unchanged from the 2020 survey, with four out of five remaining the same in this category.

The statement 'I feel supported to continue caring' is new to this category, with 27% of respondents reporting a negative response in 2022. This is an increase of 8 points on the percentage reporting a negative response in the previous survey.



The percentage of respondents reporting a negative response to the top 5 questions ranged from 26% to 35% in 2022. This compares with 20% - 31% in 2020.

Full detail of the responses to each section of the survey are provided in the appendices below.

Conclusion

Respondents from Dumfries and Galloway generally rated their experience of primary care, Out of Hours care and social care less positively or the same as in the 2020 survey with only one measure (arrangements for access to physiotherapy) showing significant improvement. This pattern was reflected in the national figures for responses from across Scotland.

Responses from Dumfries and Galloway rating the experience of health and social care were generally equal to or more positive than the Scottish average.

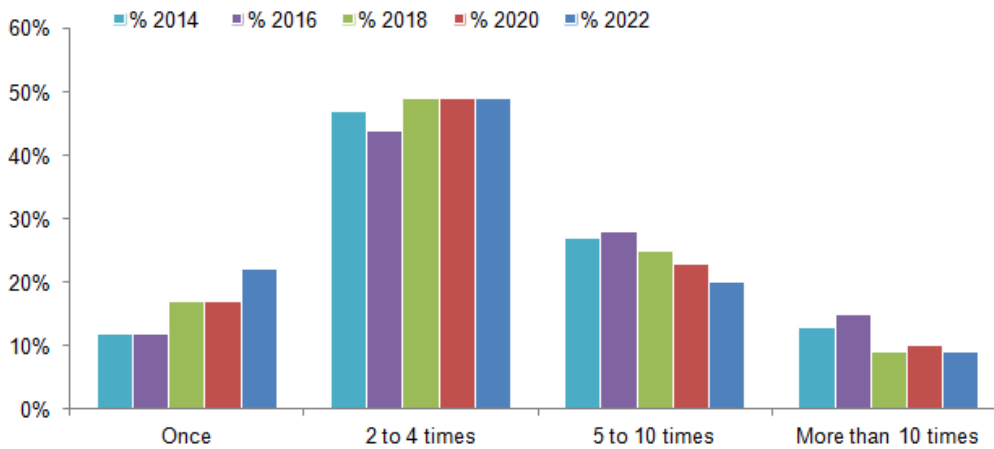
Appendix 1. The GP Practice

1 Contact with the GP Practice in the Previous 12 Months

Respondents from Dumfries and Galloway reported contact with their GP practice similar to the Scottish average:

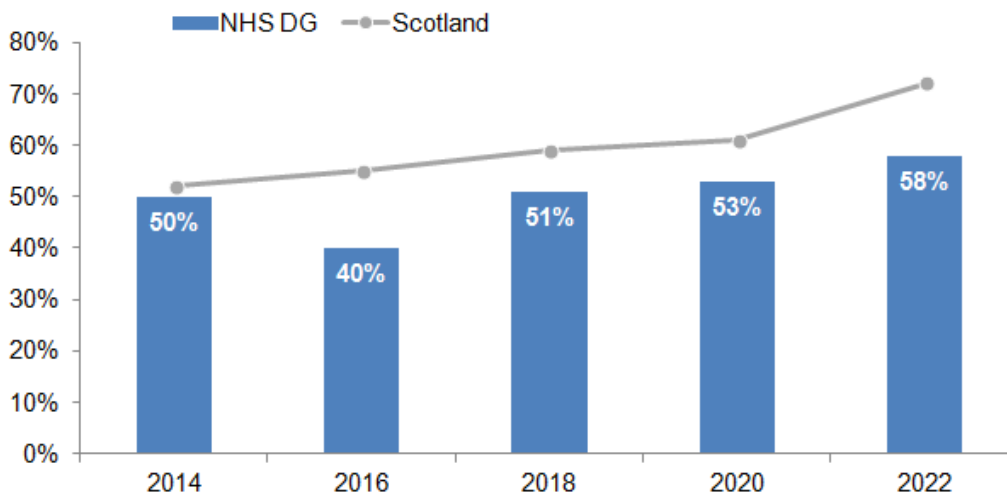
- 78% of respondents had contacted the GP practice detailed on the survey letter in the previous 12 months (Scotland, 77%)
- 19% had not contacted the GP practice detailed on the survey letter in the previous 12 months (Scotland, 19%)
- Results from 2014 onward show the percentage of respondents making a single contact with the GP practice in the previous 12 months almost doubling from 12% to 22%, meanwhile the percentage making 5 or more contacts has gradually declined over time

Number of contacts with GP practice in the previous 12 months



Of the respondents who had been unable to see or speak to a doctor or nurse urgently 58% had been unable to do so because they were not offered an opportunity to do so within 2 days. This figure increased in 2020 and 2022 but remained below the national average.

I was not offered the chance to see or speak to anyone within 2 days



The type of appointment offered in Dumfries and Galloway varied from the national picture with a larger percentage being offered a face to face consultation in the practice:

- 48% of respondents from Dumfries and Galloway were offered a face to face appointment (Scotland, 37%)
- 48% of Dumfries and Galloway respondents were offered a telephone consultation (Scotland, 57%)

Alternative technology (video consultation, e-mail/instant messaging) use remained low in Dumfries and Galloway and across Scotland, although in both cases the percentage of people offered these types of appointments was lower (by 1 percentage point) in Dumfries and Galloway than the national average.

23% of respondents from Dumfries and Galloway reported having a choice of appointment type in comparison to 17% across Scotland.

2 Experience of the GP Practice, Comparison with 2020

The percentage of positive responses to most questions relating to the experience of the GP practice dropped in 2022. A more positive experience of access to physiotherapy appointments was reported than in 2020. This pattern was reflected in the national results with the percentage of positive ratings decreasing for all questions with the exception of access to physiotherapy appointments.

The percentage of positive ratings from respondents in Dumfries and Galloway was higher than the Scottish average for all questions.

The question returning the highest percentage of positive responses was:

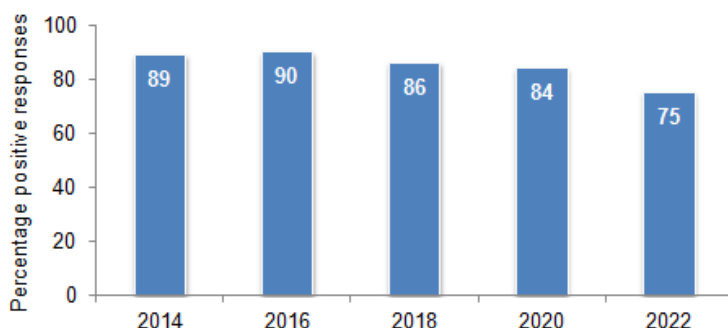
- The last time you needed to see or speak to a doctor or nurse from your GP practice quite urgently, how long did you wait (91% positive responses)

The question returning the lowest percentage of positive responses was:

- Overall, how would you rate the arrangements for getting to see a mental health professional at your GP practice (55% positive responses)

Overall, 75% of people rated the care provided by their GP practice positively a decrease from 84% in the previous year. This figure has decreased from a high of 90% in 2016.

Overall, how would you rate the care provided by your GP Practice?



The GP Practice - Percentage of Positive Responses, Comparative Results

The GP Practice		% positive 2022	% positive 2020	Scotland average 2022	Scotland trend
Percentage of NHS DG positive results in 2022 statistically lower than 2020					
03	How easy is it for you to contact your GP practice in the way that you want	88%	92%	75%	↓
04	If you ask to make an appointment with a doctor 3 or more working days in advance, does your GP Practice allow you to?	65%	74%	48%	↓
09a	Overall, how would you rate the quality of information provided by the receptionist at your GP Practice?	77%	84%	67%	↓
09b	Overall, how would you rate the arrangements for getting to see a doctor at your GP Practice?	71%	75%	61%	↓
09c	Overall, how would you rate the arrangements for getting to see a nurse at your GP Practice?	81%	86%	71%	↓
09d	Overall, how would you rate the arrangements for getting to see a pharmacist/chemist at your GP Practice?	83%	90%	79%	↓
10	Overall, how would you rate the care provided by your GP Practice?	75%	84%	67%	↓
Percentage of NHS DG positive results in 2022 not statistically different to 2020					
05	The last time you needed to see or speak to a doctor or nurse from your GP Practice quite urgently, how long did you wait?	91%	91%	85%	↓
09f	Overall, how would you rate the arrangements for getting to see a mental health professional at your GP Practice?	55%	55%	44%	↓
09g	Overall, how would you rate the arrangements for getting to see another healthcare professional at your GP Practice?	67%	69%	55%	↓
Percentage of NHS DG positive results in 2022 statistically higher than 2020					
09e	Overall, how would you rate the arrangements for getting to see a physiotherapist at your GP Practice?	58%	50%	53%	↑

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Appendix 2. Treatment or Advice from the GP Practice

1 Information About Treatment or Advice from the GP Practice

The reasons that respondents from Dumfries and Galloway had made contact with their GP practice followed a similar pattern to the one reported across Scotland. The biggest change in 2022 occurred in relation to contact for routine appointments which reduced from 26% in 2020 to 17% in 2022. A similar pattern was observed with the Scottish average.

Reason for contact with GP Practice in last 12 months (multiple responses)	NHS Dumfries and Galloway			Scotland
	2018	2020	2022	2022
An accident or injury	9%	9%	8%	8%
Another physical health problem	51%	52%	55%	54%
A mental health problem	7%	7%	8%	10%
A routine appointment	27%	26%	17%	17%
Something else	16%	15%	18%	19%
No treatment/advice received	4%	3%	6%	5%

Most treatment or advice received from the GP practice came from a doctor (64%) or a nurse (28%). The same pattern occurred across Scotland, but the percentage of people in Dumfries and Galloway receiving advice or treatment from a doctor was below the national average of 68%. The percentage receiving advice or treatment from a nurse in Dumfries and Galloway was above the national average of 24%.

As a result of advice or treatment from their GP practice, respondents reported that their symptoms:

- Got better, 47% (Scotland, 45%)
- Stayed the same, 25% (Scotland, 26%)
- Got worse, 5% (Scotland, 6%)

The greatest percentage point change from 2020 was in relation to those reporting that their symptoms had improved. This decreased from 51% in 2020 to 47% in 2022.

Advice and treatment from the GP practice resulted in an improvement in overall wellbeing for 41% of respondents. However, 32% reported that their overall wellbeing did not change and 6% reported this to be worse. These figures are similar to 2020 results for Dumfries and Galloway and the national average for Scotland in 2022. The greatest percentage point change was also in relation to those reporting an improvement in overall wellbeing which decreased from 46% in 2020 to 41% in 2022.

2 Experience of Treatment or Advice from the GP Practice, Comparison with 2020

The percentage of positive responses to questions relating to treatment and advice from the GP practice with a comparable question in 2020 decreased in all instances. The largest percentage point decreases were observed in relation to the statements:

- I was given the opportunity to involve the people that matter to me (15 percentage point decrease)
- Staff helped me to feel in control of my treatment/care (12 percentage point decrease)
- I was involved in decisions about my care and treatment (12 percentage point decrease)
- I was given enough time (11 percentage point decrease)
- I knew the healthcare professional well (11 percentage point decrease)

The percentage of positive responses across Scotland also decreased for all questions where there was comparable data. Responses from Dumfries and Galloway returned a higher percentage of positive responses than the Scottish average for all questions.

The question returning the highest percentage of positive responses was:

- I understood the information I was given (92% positive responses)

The question returning the lowest percentage of positive responses was:

- I knew the healthcare professional well (44% positive responses)

Treatment or Advice from the GP Practice - Percentage of Positive Responses, Comparative Results

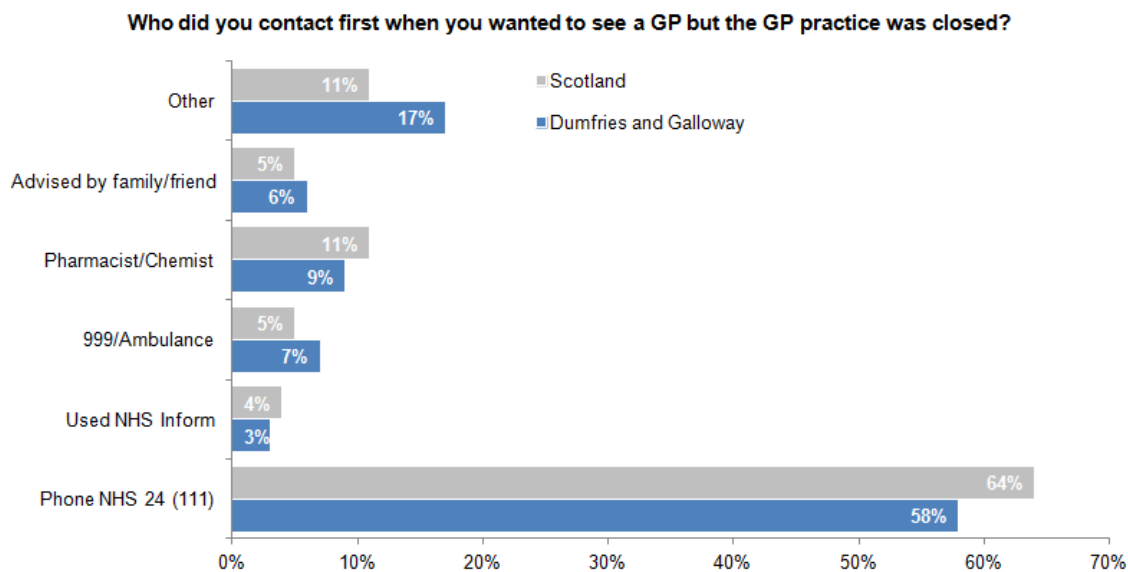
Treatment or advice from the GP practice		% positive 2022	% positive 2020	Scotland average 2022	Scotland trend
Percentage of NHS DG positive results in 2022 statistically lower than 2020					
13a	Experience of your GP practice: I was given the opportunity to involve the people that matter to me	50%	65%	43%	↓
13b	Experience of your GP practice: I was listened to	89%	94%	86%	↓
13c	Experience of your GP practice: I was given enough time	81%	92%	81%	↓
13d	Experience of your GP practice: I was treated with compassion and understanding	85%	91%	83%	↓
13e	Experience of your GP practice: I knew the healthcare professional well	44%	55%	32%	↓
13g	Experience of your GP practice: I was able to ask questions if I wanted to	90%	95%	87%	↓
13h	Experience of your GP practice: I understood the information I was given	92%	95%	91%	↓
13j	Experience of your GP practice: Staff helped me to feel in control of my treatment/care	68%	80%	62%	↓
13k	Experience of your GP practice: I was involved in decisions about my care and treatment	74%	86%	68%	↓
No comparison with 2020					
13f	Experience of your GP practice: I had the chance to ask about the benefits and risks of treatment	67%			
13i	Experience of your GP practice: The health professional checked I understood what I had been told	78%			
13l	Experience of your GP practice: I felt able to make an informed choice about my treatment and care	74%			

Appendix 3. Out of Hours Healthcare

1 Information About Out of Hours Healthcare

11% of respondents had made contact with Out of Hours healthcare in the previous 12 months, a decrease from 14% in 2022. This was below the national average of 15%.

The first point of contact when GP practices were closed was most frequently reported to be NHS 24, with 58% noting this to be their first contact, lower than the national average of 64%. There are some small differences in the pattern of first contact in Dumfries and Galloway in comparison with the national average, with the most notable variation occurring in relation to contact with 'other' sources of help.



Out of Hours healthcare was most frequently delivered by a Doctor/General Practitioner (30%), by a Hospital Doctor or Nurse (27%) or by a Nurse Practitioner (17%).

- 55% of consultations took place by telephone (Scotland, 57%)
- 39% travelled to hospital for treatment or advice (Scotland, 37%)
- 6% were seen at home (Scotland, 4%)
- 1% of consultations were by video (Scotland, 1%)

Reasons for accessing Out of Hours healthcare in Dumfries and Galloway mirrored the pattern across Scotland, with the most common reason being another health problem (65%). Injury or accident accounted for 16% of contacts and mental health problems for 3%.

2 Experience of Out of Hours Healthcare, Comparison with 2020

Satisfaction with Out of Hours healthcare decreased or remained similar to the 2020 response. Across Scotland, the percentage of positive responses to all questions decreased. The percentage of positive responses from Dumfries and Galloway was higher than the national average with the exception of:

- I was listened to (NHS DG 82%, Scotland 83%)
- I understood the information I was given (NHS DG 84%, Scotland 85%)

The largest percentage point decreases from respondents in Dumfries and Galloway were observed in relation to the statements:

- I was given the opportunity to involve the people that matter to me (13 percentage point decrease)
- Overall how would you rate the care you experienced from this OOH service (12% percentage point decrease)

The opportunity to involve the people that mattered was also the statement with the largest decrease in the percentage of positive responses when considered for the experience of the GP practice. This may reflect changes in the way that services were delivered during the Covid-19 pandemic.

The highest percentage of positive responses came in response to the question:

- I understood the information I was given (84% positive responses)

The lowest percentage of positive responses was in response to the question:

- I was given the opportunity to involve the people that matter to me (59% positive responses)

Out of Hours Healthcare - Percentage of Positive Responses, Comparative Results

Out of Hours Healthcare		% positive 2022	% positive 2020	Scotland average 2022	Scotland trend
Percentage of positive results in 2022 statistically lower than 2020					
26b	Experience of Out of Hours healthcare: I was given enough time	79%	86%	78%	↓
26d	Experience of Out of Hours healthcare: I was given the opportunity to involve the people that matter to me	59%	72%	53%	↓
26f	Experience of Out of Hours healthcare: I was able to ask questions if I wanted to	82%	88%	82%	↓
26h	Experience of Out of Hours healthcare: My treatment/care was well co-ordinated	68%	77%	66%	↓
27	Experience of Out of Hours healthcare: Overall, how would you rate the care you experienced from this OOH service?	69%	81%	67%	↓
Percentage of positive results in 2022 not statistically different to 2020					
26a	Experience of Out of Hours healthcare: I was listened to	82%	87%	83%	↓
26c	Experience of Out of Hours healthcare: I was treated with compassion and understanding	81%	84%	79%	↓
26e	Experience of Out of Hours healthcare: I understood the information I was given	84%	88%	85%	↓
26g	Experience of Out of Hours healthcare: Staff helped me to feel in control of my treatment/care	71%	76%	66%	↓

Appendix 4. Care, Support and Help with Everyday Living

1 Information About Care, Support and Help with Everyday Living

87% of respondents had received no help or support for everyday living in the previous 12 months.

2% had received no help or support but feel that they needed this.

Help with household tasks was the most frequently reported support received:

- Help with household tasks, 7%
- Help with personal tasks, 6%
- Help with activities outside of home, 5%
- Adaptations or equipment for home, 4%
- Alarm service, 2%
- Help to look after someone else, 2%

41% of respondents who had received help or support had received unpaid care from family or friends. This is an increase from 39% in 2020 but is below the national average of 46%. Funded care was most frequently reported to be self-funded (45%) with the local authority funding 24% and the NHS 11%. The pattern of funding is similar to the national average.

People receiving care and support in Dumfries and Galloway reported higher than average opportunities to choose how their care was arranged, 41% compared to 36% nationally. Locally this was a decrease from 46% in 2020

2 Experience of Care, Support and Help with Everyday Living, Comparison with 2020

The percentage of positive responses to statements relating to Social Care decreased or remained the same but the differences were not reported to be significantly different. The exception to this was the statement 'I was aware of the help, care and support options available to me'. In this instance, a drop from 64% in 2020 to 56% in 2022 was reported as a significant decrease.

Nationally the percentage of positive responses decreased for all questions.

Respondents from Dumfries and Galloway rated all elements of their Social Care experience as higher than the national average.

Overall, 68% rate their overall experience of Social Care positively, a decrease from the previous survey. This question has only been asked in one previous survey and as such the only comparative data is from 2020. This decrease was not reported to be significant.

The highest percentage of positive responses came in response to the statement:

- I was treated with compassion and understanding (74% positive responses)

The lowest percentage of positive responses was in response to the question:

- I was aware of the help, care and support options available to me (56% positive responses)

Care, Support and Help with Everyday Living - Percentage of Positive Responses, Comparative Results

Care, Support and Help with Everyday Living		% positive 2022	% positive 2020	Scotland average 2022	Scotland trend
Percentage of positive results in 2022 statistically lower than 2020					
32a	Experience of Social Care: I was aware of the help, care and support options available to me	56%	64%	53%	↓
Percentage of positive results in 2022 not statistically different to 2020					
32b	Experience of Social Care: I had a say in how my help, care or support was provided	62%	66%	55%	↓
32c	Experience of Social Care: People took account of the things that mattered to me	71%	72%	62%	↓
32d	Experience of Social Care: I was treated with compassion and understanding	77%	79%	70%	↓
32e	Experience of Social Care: I felt safe	74%	74%	67%	↓
32f	Experience of Social Care: I was supported to live as independently as possible	70%	72%	65%	↓
32g	Experience of Social Care: My health, support and care services seemed to be well coordinated	60%	66%	54%	↓
32h	Experience of Social Care: The help, care or support improved or maintained my quality of life	71%	71%	62%	↓
33	Experience of Social Care: Overall, how would you rate your help, care or support services?	68%	75%	62%	↓

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Appendix 5. Caring Responsibilities

1 Experience of Caring Responsibilities, Comparison with 2020

There was a general decrease in the in the percentage of positive responses in 2022 in relation to the caring responsibilities of respondents. This was observed nationally as well as locally. The percentage of positive results was higher for all 4 statements than the national average.

The highest percentage of positive responses came in response to the statement:

- I have a good balance between caring and other things in my life (64% positive responses)

The lowest percentage of positive responses was in response to the question:

- I feel continued to continue caring (31% positive responses)

Questions related to caring responsibilities returned some of the lowest percentage of positive responses across all sections of the survey.

Care, Support and Help with Everyday Living - Percentage of Positive Responses, Comparative Results

Caring Responsibilities		% positive 2022	% positive 2020	Scotland average 2022	Scotland trend
Percentage of positive results in 2022 statistically lower than 2020					
38c	I have a say in services provided for the person(s) I look after	41%	51%	39%	↓
38d	Local services are well coordinated for the person(s) I look after	32%	41%	29%	↓
Percentage of positive results in 2022 not statistically different to 2020					
38a	I have a good balance between caring and other things in my life	64%	68%	63%	↓
38e	I feel supported to continue caring	31%	35%	30%	↓



**COMMUNITY PLANNING PARTNERSHIP BOARD – 9 September 2022
BUSINESS BRIEF**

ITEM 5

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 September meeting, specific matters to bring to Board Members attention include:

- Launch date for the Third Sector D&G Digital Inclusion Research launch along with a set of questions that CP Partners should consider prior to this;
- Work being undertaken on the Play Charter and links to the new Sport & Physical Activity Strategy;
- An update on the Community Transport Public Social Partnership and new Community Transport Strategy with a proposal that the November CPPB meeting has a specific focus on Community Transport;
- 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”

4. Recommendation:

Board Members are invited to;

The Board is invited to:

- note the position on the key issues outlined in this report as detailed in **Appendix 1**;
- note that the November CPPB meeting will have a focus on Community Transport;
- consider support for the pilot project in relation to the Alcohol and Drugs Partnership as outlined in **Appendix 1**;
- consider the emerging areas identified for support through Public Health Scotland as detailed in **Appendix 1**.

Appendices (3)

1 - Key updates

2 – Digital Inclusion Research Project – questions for partners

3 – Community Transport Strategy

Stephen Jack – Lifelong Learning Manager

ITEM 5 APPENDIX 1**BUSINESS BRIEFING– SEPTEMBER 2022****1. Key issues****1.1 Digital updates**

1.1.1 Work continues on the development of a Digital Skills Strategy for our region, with the digital inclusion research work undertaken by Third Sector Dumfries & Galloway (TSDG) integral to informing key actions surrounding this.

1.1.2 TSDG facilitated an event during the Summer to launch some of the “high level” messages stemming from the digital inclusion research work. Following this, CP Partners have been contacted to give consideration to a number of key questions as detailed in **Appendix 2**.

1.1.3 It is anticipated that a discussion around these questions will take place at the Digital Inclusion Report launch event which is scheduled for Tuesday 27 September. At this event, partners will be asked to volunteer and join a short life working group which will prepare a report on how to take forward the findings and recommendations of the research through the Community Planning Partnership.

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 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 of 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 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 has 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 Community Transport Strategy

1.4.1 The Co-Chairs of the CPPB were recently contacted by the Chair of the D&G Community Transport Public Social Partnership, Norma Austin Hart to highlight some of the great work being undertaken by the Partnership and to share the “Driving Community Cohesion and Growth 3 Year Strategy for Community Transport. Some examples of key work include:

- Volunteer Car Scheme to get patients to local and out of area health appointments;
- From 2018 to December 2021 this has assisted 2,118 patients, undertaken 4,000 journeys with 8,417 volunteer driver hours;
- Group transport to local groups within their community;
- Community bus services;
- School Transport;
- Individual Door to Door Transport;
- Transport for Day Centres.

1.4.2 A recent best value review undertaken by the Council’s Audit and Risk Committee found that the PSP has been successful and was value for the funding received. One of the recommendations the committee made was “it is important that engagement with CP Partners around future funding to be taken forward.”

1.4.3 It is proposed that a presentation is received to the November CPPB meeting which will be themed around the key topic of Community Transport. To aid preparations for this a copy of the new Community Transport Strategy is attached in **Appendix 3**.

1.5 Safer Communities Partnership (SCP) update

1.5.1 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

1.5.2 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)

1.5.3 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.

1.6 Potential Joint Work with the Alcohol & Drugs Partnership (ADP)

1.6.1 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.

1.6.2 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).

1.6.3 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.

1.6.4 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.

1.7 Review of Public Health Scotland

1.7.1 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.

1.7.2 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.

1.7.3 There have been strong links between Dumfries and Galloway Community Planning Strategic Groups and 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.

1.7.4 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 there are some emerging areas that are currently being explored to see if additional support could be provided through this arrangement. These include:

1. CPP - Support into the Mid-term review of the LOIP
2. Evaluation of the Community Mental Health Fund
3. Evaluation of the Health and Social Care Partnership (H&SC) Community Transformation Programme
4. Poverty and Inequalities Partnership – support with service audits and potentially wider evaluation
5. South of Scotland Regional Economic Partnership – Support with Health Outcome Indicators
6. Supporting evidence for the local development plan

1.7.5 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. An operational oversight group has been established to oversee this project and report back on the impact and learning from this approach.

APPENDIX 2

Third Sector Dumfries and Galloway
Digital Inclusion Research Project

Questions for Further Consideration

1. What strategies or plans do you have that might be informed, influenced or revised by the research?
 - Please consider strategies or plans directly related to digital inclusion, such as digital skills, digital access and infrastructure
 - Please consider strategies or plans indirectly related, such as employability, children's services, fair work
2. What current services do you currently run that could be informed, influenced or shaped by this research?
 - Please consider whether people using this service, their families or carers might be digitally excluded by limited access, skills or motivation
 - Please consider whether people delivering your service or stakeholders/partners might be digitally excluded by limited access, skills or motivation
3. What services are you planning which could be informed or shaped by this research?
 - Please consider whether people using or delivering a service might be digitally excluded by limited access, skills or motivation
 - Please consider which people or groups of people (staff, elected members, volunteers, trustees) in your organisation would benefit from the outputs of this research and should influence decisions about how it is used in your organisation?
4. What new strategies will you consider implementing in light of this information?
5. Which partners should we engage with to discuss the potential for using this research?
6. Would you like to be involved in future collaborative discussions linked to this research and to help eliminate digital exclusion across Dumfries and Galloway?
7. Should a model / framework of partnership-working be developed for groups and services to deliver an action plan?



**DUMFRIES AND GALLOWAY COMMUNITY TRANSPORT
2022 – 2025 STRATEGY**

DRIVING COMMUNITY COHESION AND GROWTH



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EXECUTIVE SUMMARY

The 2022 – 25 Dumfries and Galloway Driving Community Cohesion and Growth Strategy sets out how Community Transport can transition from the current Public Social Partnership to “business as usual” so that it can be a key delivery partner for the new Public Transport Model that will be developed.

This Strategy builds on the successful Community Transport Public Social Partnership that has delivered a number of activities including the flagship project the volunteer car scheme for transporting patients to health appointments. The key statistics are:

- Number of Patients = 2,118
- Number of Journeys = 3,968
- Volunteer Driver Hours = 8,417
- Travelling to out of region (30%) and in region (70%) health appointments

The Strategy sets out the challenges that require to be overcome, a vision and future development required and what resources are needed to implement this strategy including financial investment. The vision for Community Transport in the region is:

“increased and enhanced social, health and community transport services across the region, which are more frequently used by people isolated through location or circumstance, in order to improve their quality of life; and to widen the social and economic impact of community transport in these same communities.”

The way forward for the on-going sustainability and development of Community Transport in Dumfries and Galloway, to enable it to grow and be able to play a key role in the new public transport model that is being developed, will require:

- Continued and strengthening partnership working
- Buy in from all statutory and community transport sectors as well as working in partnership with the commercial bus sector
- Resources, both financial investment and time
- Mainstream the Public Social Partnership and overcome the challenges identified

There is a requirement to build on the great work and success of the Public Social Partnership and continue to build the sector around the following 4 key pillars:

- ***Building the Infrastructure and Capacity Building*** – Through the establishment of a Regional Wide Community Transport Social Enterprise.
- ***Environmental Impact*** – Through better transport co-ordination from the establishment of the Transport Hub, transitioning the community transport fleet to low carbon and developing active and sustainable transport initiatives.
- ***Community Cohesion*** – Developing and providing transport solutions for local communities, develop volunteering opportunities and the development of an employability pathway programme.

- **Sustainable Growth** – Through a social enterprising approach to financial sustainability by providing transport and other solutions to local communities and key stakeholders.

To enable the development, and implement this 3 year strategy, will require the following:

- **Mainstream the Community Transport Public Social Partnership** – the volunteer car scheme, the transport hub, employability pathway programme and the volunteer development project.
- **Establish a Regional Community Transport Social Enterprise** - One of the key elements of this strategy is to develop a sustainable infrastructure for Community Transport in the region. To deliver this a Regional Community Transport Social Enterprise will be established. This will be an umbrella organisation, working in partnership with the current community transport operators.
- **Strategic Partnerships** – Building on the success of the PSP, it is important that there is continued buy-in from the current stakeholders as well as widening out the partnerships to Community Planning Partners, Health and Social Care, Integrated Joint Board, South of Scotland Enterprise, other key departments with Dumfries and Galloway Council, the Third Sector and the Commercial Bus Sector.
- **Core Funding for Community Transport Operators** - A annual grant funding pot is required to assist community transport operators in Dumfries and Galloway.

Community Transport assists key stakeholders in meeting the numerous Local, Regional and National Strategies and Policies, including the Regional Transport Strategy, National Transport Strategy, Older People and Social Isolation and Loneliness Strategies, NHS Recovery Plan and the recommendations in the MACS Transport for Health and Social Care Report. This is because Community Transport is not just about transport it is an enabler that has an impact across a number of policy areas such as access to health, preventative measures in relation to health and social care, rural economy, education, employability, social isolation and loneliness and just transition to low carbon.

However, the main opportunity is for Community Transport to be a key delivery partner in the development of a new sustainable public transport model that has been agreed for Dumfries and Galloway. Over the 3 years of this strategy there will be a requirement for approximately £1m investment. This will enable this strategy to be delivered so that Community Transport is:

- Sustainable and able to meet the challenges and opportunities now and in the future.
- Able to assist key stakeholders in meeting their policy aims including access to health and social care, reducing poverty, reducing social isolation and loneliness, rural economy, employability and community cohesion.

- Able to play a key part in the new Public Transport Model that is being developed, with Community Transport outlined as a key delivery partner.

With the current funding constraints on local and regional funding it is important that there is a strategic and holistic approach to the investment required. This should include a funding model where there are a number of funding partners, including Community Planning Partners, various departments within Dumfries and Galloway Council (e.g. social work, employability, communities), South of Scotland Enterprise, NHS Dumfries and Galloway and Health and Social Care Partnership. Funding should be secured as part of wider strategies including spend to save and key stakeholders looking at spending their budgets differently that will achieve efficiencies.

INTRODUCTION

Public transport provides the residents and visitors of Dumfries and Galloway with the opportunity to learn, work, socialise and access key services. A sustainable and connected transport network is critical to the success of the economy by enabling businesses to grow and prosper in the communities.

Community Transport is a crucial, but frequently overlooked, part of the public transport network. It is a means of complementing existing transport provision. By doing so, community transport provides a valued and essential service, often for the most vulnerable in our society. It can provide efficient and effective transport solutions of both a general and specialist nature, whilst combating social and rural isolation.

In Dumfries and Galloway, Community Transport is seen as a key stakeholder and partner in the delivery of the new developing public transport model. This model is being developed over the next couple of years that will look to mitigate the consequences of potentially less commercial bus companies operating in the region and to address the challenges of providing high-quality services across dispersed rural communities to an ageing population.

This Strategy outlines what is required to ensure that community transport is able to assist in any new model. It will build on the success of the Community Transport Public Social Partnership (PSP) to make the PSP activities mainstreamed and sustained as well as embedding the PSP model principles into future developments.

SECTION ONE – OVERVIEW OF COMMUNITY TRANSPORT

1.1. What is Community Transport?

Community Transport is designed, specified and developed by the communities it services, and which is provided on a not-for-profit basis in direct response to the identified needs of those communities. It is about providing flexible, accessible and responsive solutions to unmet local transport needs, and often represents the only means of transport for certain user groups.

This is likely to include:

- People in rural areas where there is no public transport provision and other options are not practical
- People with reduced mobility who require support/assistance when travelling or to travel in adapted / suitably equipped vehicles.
- People on low incomes for whom alternative transport options are unaffordable

Some key features of community transport include:

- Third Sector, Charitable, Not-for-profit organisations
- Typically use minibuses, people carriers & cars
- Staffed by a mix of volunteer and paid staff
- Organisations vary by scale, size, fleet etc. and services delivered

The social purpose of community transport includes:

- Community Transport is not for profit
- Usually established to provide relief to communities they serve, who are in need due to age, mobility, mental and physical disability, illness and poverty.

This is achieved by operating affordable, reliable, accessible transport solutions to the local communities they serve.

Transport, though a major element of community transport's work, is a means to an end, rather than an end in itself. CT is first and foremost about people and their needs, not transport. This means it has an impact on:

- Reducing social isolation and loneliness
- Access to health care
- Being a preventative measure for health and social care
- Community cohesion
- Employability
- Environment

Community Transport cannot be fully self-sustainable as the non-profit aspect of community transport permit operation prohibits profit-making which creates barriers to sustainability and the complexity of the transport provided is more expensive than passengers can individually afford.

A report produced by the Department for Transport, the Community Transport Association and the Plunkett Foundation on an enterprising approach to rural community transport found that:

“Rural Community Transport Operators are already very enterprising, in both the formal and informal senses of the word, and there is opportunity for them to be even more so. But the research also shows that social enterprise is not a silver bullet in the face of a challenging funding environment for the sector. The use of social enterprise approaches can be a way of increasing income streams for the benefit of both operators and customers, but it is not normally a way of eliminating the ongoing need for external support, be that from funders or volunteers.”

Without community transport people within our rural communities would struggle with accessing essential services, may not be able to travel and in some cases may never leave their home. Community transport provision is critical for people to get out and about, improves their mental well-being and also impacts positively on their physical health.

Community Transport offers the following solutions:

Group transport: community transport groups hire out vehicles – often accessible minibuses – and drivers to take the members of voluntary groups on trips. Alternatively, voluntary groups can use their own drivers.

Community bus services: demand responsive or fixed-route transport services, available to the public, operating where commercial bus routes are not viable.

Shopmobility: loan or hire of wheelchairs and mobility scooters to allow disabled travellers to get around the shops when they visit local towns.

Vehicle brokerage: community transport organisations manage the sharing of a number of vehicles owned by several organisations in order to maximise the services that can be delivered.

Wheels to Work: scooters are loaned to geographically isolated people (often young people) to enable them to get to work, apprenticeships or training.

Door-to-door Dial-a-Ride Services: these are services for individuals who can't, or find it difficult to, use or access mainstream transport services. People are usually picked up from their homes and dropped off at their destination such as the doctor or the shopping centre. Each vehicle will carry several passengers going to and from different places.

A large percentage of community transport organisations also provide training especially, MiDAS (Minibus Driver Awareness Scheme) for drivers and PATS (Passenger Assistance Training Scheme) for assistants. This is so that they can provide in-house training to their staff and volunteers and also sell the training to other organisations to help with sustainability.

There are a number of challenges within the sector, including:

Sustainability and Funding – As the sector is not-for-profit it requires an element of subsidy. It is also currently experiencing challenges in relation to increase in costs, particularly fuel and wage increases.

Driver Training – Changes in the driver licensing regulations created by European Legislation means that a driver who obtained their licence after 1 January 1997 is not able to drive a minibus under a Section 19 Permit under the majority of circumstances. This has resulted in drivers under the age of 43 not having D1 as an automatic entitlement on their licences as was the case in the past. Failure to address this issue will result in less people being able to drive minibuses in the future.

Recruiting and Retaining Volunteers – Particularly post COVID.

Driver Shortage – There is an overall shortage of qualified drivers in the transport industry in general. This was already an issue prior to COVID but has been impacted during and post COVID.

1.2. Why Community Transport Matters?

There are four main characteristics of why community transport matters:

Accessible transport: transport services for people with disabilities who find it difficult or impossible to use conventional passenger transport, e.g. dial-a-rides, dial-a-bus and social/health car schemes.

Social deprivation: transport for individuals and groups who may be characterised as socially deprived, e.g. minibus travel for people with low income, wheels to work services for people without cars who would otherwise be excluded from the skills development or jobs market and low cost MPV hire to families.

Geographical isolation: transport services for individuals and groups who are not well served by the conventional passenger transport network, e.g. community buses or car schemes for rural areas, services to remote parts of urban estates and services to areas without services at evenings or weekends.

Community cohesion: transport for community and voluntary groups enabling them to provide services and respond to the needs of the community, e.g. predominately group transport either with their own volunteer driver or a supplied driver, in minibuses or larger vehicles.

This is evidenced in the 2015 Scottish Government Research into the Social and Economic Benefits of Community Transport in Scotland that highlighted:

“The extensive cross-cutting nature of CT is perhaps unique amongst transport services. The evidence demonstrates that CT is far more than a point-to-point transport service – the CT services examined show the importance of, for example, social interaction on the bus and the role CT plays

in encouraging often vulnerable people to attend medical and other appointments they would not otherwise make.”

The Report also highlighted the following benefits, in the following areas, that outlines why community transport matters:

Economic Benefit: from an economic perspective, the potential cost savings provided to social services, the NHS and local authorities, combined with the unremunerated productive hours offered by volunteers, suggests that CT generates significant economic benefits.

Social Benefits: From a social perspective, the contribution of CT across a wide range of policy areas is clearly beneficial. Moreover, by tackling issues such as poor accessibility, social isolation etc. it can reduce the number of older people who are experiencing social isolation and loneliness. By giving older people access to their communities, enabling them to meet friends and to feel part of their community, CT operators ensure that less older people suffer from isolation. They are, therefore, less likely to develop the negative health consequences that come with those circumstances.

Reducing Inequalities: CT is making an important contribution to reducing inequalities, a key item on the Scottish Government policy agenda.

Poverty: It also plays an important role in tackling accessibility poverty by providing demand responsive and other transport services when mainstream transport is unviable.

Wellbeing: CT services are seen as important in promoting wellbeing, quality of life and mental health

Rural: CT was seen to support rural sustainability, by providing people in rural areas with access to key services.

The report concludes that CT offers a wide range of social, economic & health benefits, The services support the Scottish economy in terms of employment, productivity and rural sustainability. In addition, the cross-cutting nature of CT is perhaps unique amongst transport services.

By offering these benefits, CT is making a positive contribution to the Scottish Government’s attempts to reduce inequality.

Therefore, community transport matters because it has an impact on:

- Reducing social isolation and loneliness
- Access to health care
- Being a preventative measure for health and social care
- Community cohesion
- Employability
- Environment

This is going to be vital to the communities of Dumfries and Galloway as the demographics show that:

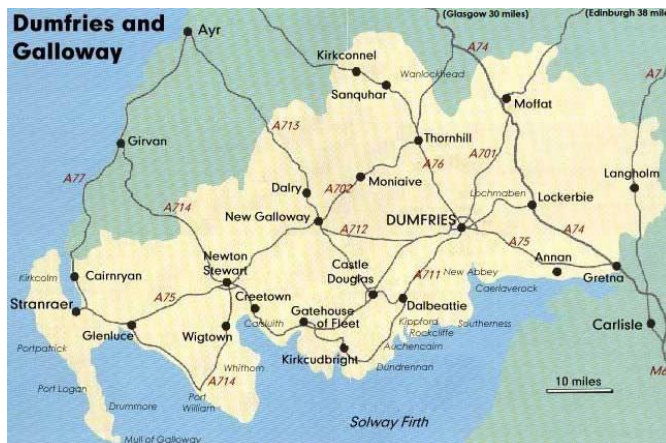
- Over 60 population will increase by 31% in 20 years
- 286 million unfulfilled trips in Scotland each year – MACS
- 25% of population long-term activity-limiting health problem or disability

1.3. Community Transport Provision in Dumfries and Galloway

There are a total of 12 organisations that either only provide community transport or deliver community transport solutions as part of their activities. These are:

- Annandale Community Transport Services
- Galloway Community Transport
- Wigtownshire Community Transport
- Thornhill and District Community Transport
- Cairn Valley Community Transport
- Dalbeattie Community Minibus
- East Criffel Community Transport
- The Order of St John
- Royal Voluntary Service
- Co-Wheels Car Club CIC
- Upper Nithsdale Minibus Project
- Kirkconnel Parish Heritage Community Minibus

Geographical Coverage



There is a good number of Community Transport organisations in Dumfries and Galloway and although the majority are small, there is a good geographical spread. The one area where there is a lack of community transport presence is in the Dumfries Town area.

What Services does Community Transport provide in Dumfries and Galloway?

Community Transport in Dumfries and Galloway provides a wide range of transport solutions to their local communities. These include:

- Volunteer Car Scheme to get patients to health appointments. Both local and out of area health appointments
- Group Transport to the local groups within their community

- Community Bus Services
- School Transport
- Individual Door to Door Transport
- Transport for Day Centres

There are also some of the Community Transport Organisations providing MiDAS and PATS training.

Who Travels on Community Transport?

Community Transport is used by:

- Older People
- People with Disabilities
- Young People
- People on Low Incomes
- Members of the general public who travel on Community Bus Services

Where do Communities that use Community Transport Travel?

Communities use community transport solutions to travel to:

- Social Outings
- Day Care Centres
- Health Appointments
- Shopping
- Education
- Sport
- Employment

Funding

Community Transport is not alone in feeling the effects of the current climate and the challenge of finding sustainable funding is not new, but it remains a significant and complex challenge. The impact of COVID and the subsequent reduction on transport solutions community transport has been able to provide, the current increase in energy, fuel and staff costs, has only intensified these challenges.

The funding issues faced by community transport providers vary according to the size, scope and scale of the organisation. Community transport services cannot operate without some form of investment or public support and funding for the following reasons:

- The cost per trip is higher than in mainstream public transport, owing to the personalised and specialist nature of most community transport services.
- The non-profit aspect of section 19 and 22 prohibits profit-making, which creates barriers to sustainability.

- Charging passengers for all the costs would put the services beyond the reach of the very individuals and groups that community transport exists to service.

Funding is therefore a key concern to the sector, especially during this time of uncertainty arising from wider economic pressures. However, Community Transport in Dumfries and Galloway is not directly funded by any public sector organisations with most CT providers relying on external grant funding to remain sustainable, where these can be sourced, and income generation through charging.

The Council does provide funding support for the development of the CT Public Social Partnership including funding from Tackling Poverty and Inequalities Policy Development Budget.

SECTION TWO – COMMUNITY TRANSPORT PUBLIC SOCIAL PARTNERSHIP

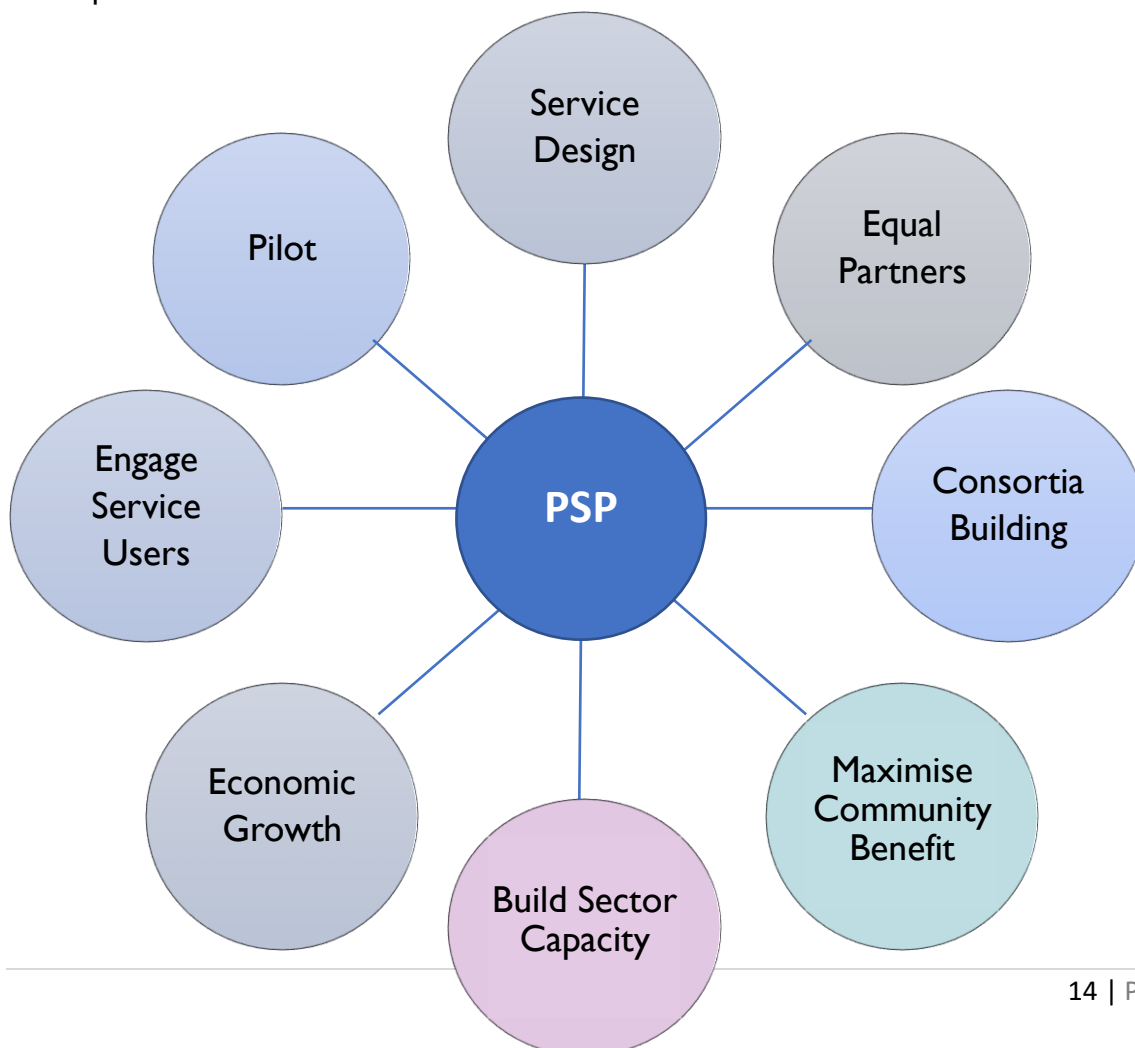
2.1. What is a Public Social Partnership?

A Public Social Partnership (PSP) is a strategic partnering arrangement that involves the third sector more deeply in the commissioning and design process.

The key features:

- ❑ Voluntary partnerships involving one or more organisation from both the public and third sectors, and potentially from the private sector
- ❑ Applicable to a range of services
- ❑ Based on co-planning approach where organisations jointly design services based on service user needs, with the model building in an opportunity to pilot services to ensure effectiveness
- ❑ Requires resources (financial and/or people) to be contributed by all parties
- ❑ The public and third sector organisations share responsibility for managing the PSP, designing and piloting the services
- ❑ Once piloted, any new service, that has been successful, can be competitively tendered

PSPs are about innovative engagement between the public and third sectors, focused on enhancing the social value and community benefit derived from the delivery of public services. The below diagram outlines the key themes a PSP is expected to reflect.



2.2. Dumfries and Galloway Public Social Partnership

Background

In 2016, the Community Planning Executive Group invited a proposal for the improvement of community transport in Dumfries and Galloway.

Third Sector Dumfries and Galloway produced a Report - Community Transport in Dumfries and Galloway ***A State of the Sector Report and Improvement Plan*** in April 2016. This Report recommended that Community Planning Partners should:

- Investigate the potential of a Public Social Partnership approach
- Recognise the need for strategic funding for Community Transport with funding periods of at least 3 years.
- Explore the provision of support for training and recruitment of both paid and volunteer drivers and investigate the possibility of linking to the employment agenda.
- Continue to work with The Health and Social Care Partnership to embed transport in their planning to assist solving the problems people have in accessing health and social care services.
- Develop co-ordinated sub-regional trip knowledge and increased communication between Community Transport providers and partners, sharing of vehicles to use our capital assets to their full benefit by sharing vehicles during downtime

In November 2016 the Community Planning Executive Group approved the development of a Community Transport Public Social Partnership

Overview

Since 2017, partners in Dumfries and Galloway have been developing and operating a Community Transport Public Social Partnership (PSP). The PSP model builds on the opportunity to pilot innovative services and ensure effectiveness. It develops clear sustainable routes for procurement and service delivery contracts and ensures that wider social benefits, such as assistance for passengers who are frail, are factored into the equation.

The Dumfries and Galloway Community Transport PSP is a partnership between the Statutory Sector (Dumfries and Galloway Council, SWestrans, NHS Dumfries and Galloway) and the Third Sector (Third Sector Dumfries and Galloway and the Community Transport Sector in Dumfries and Galloway).

The aims of the PSP are to:

“Develop and design transport services to maximise the benefits to the community and develop the capacity of the community transport sector”

There are three key work streams to take forward the aims:

WS1 - Delivery of Community, Demand Responsive and Social Transport Services - Focus on the design and development of innovative transport solutions that can be tested and piloted.

WS2 – Health and Social Care Transport Hub - Focus on the non-emergency patient transport (NEPT) provided for NHS Dumfries and Galloway (NHSD&G)

WS3 - Community Transport Capacity Growth - Focus on mitigating an impending gap in skills provision through driver training, volunteering and employment development and implementation of a Quality Assurance Framework, fleet renewal, sustainability and procurement opportunities

Progress to End of March 2022

The PSP has been a huge success as outlined at the Dumfries and Galloway Council's Risk and Scrutiny Committee in January 2022:

“Members noted that the PSP has been highly successful in supporting community transport across the region”

It has:

- Built up good partnership working between the Statutory and Third Sector. Developing knowledge, trust and understanding between each sector.
- Raised the profile of Community Transport and its importance with Statutory Sector Partners.
- It has assisted with the on-going sustainability and growth of Community Transport
- Has increased the knowledge, expertise and capacity of Community Transport to deliver various transport solutions.
- Has delivered much needed services to local communities, involving users in service design – car scheme, 517 service.
- Has delivered a number of activities, including:
 - D1 Training Programme – 3 volunteers securing employment.
 - Development of a Quality Framework.
 - Delivered transport solutions – Volunteer Car Scheme(s), Bus Service.
 - Brought the CT providers together through the CT Network.
 - Built the foundations for the establishment of a Social Enterprise Organisation.
 - Beginning to look at low carbon vehicle solutions and volunteer recruitment marketing.
 - Developed an Employability Pathway Pilot ready to implement.

- Scoped out a pilot Transport Hub with NHS Dumfries and Galloway that is ready to implement.

The Volunteer Car Scheme for transporting patients to health appointments, both within Dumfries and Galloway and out with Dumfries and Galloway to appointments in Glasgow, Edinburgh and Ayrshire, has been the flagship project. This service has been operated by Annandale Community Transport Service and Galloway Community Transport.

The key statistics since the project started in 2018 up to December 2021 are:

- Patients = 2,118
- Journeys = 3,968
- Volunteer Driver Hours = 8,417
- Travelling to out of region (30%) and in region (70%) health appointments
- 75% of patients over 65 with 65% of the over 65 are aged 75+

The impact the scheme has can be illustrated by the following case study:

CASE STUDY – PATIENT EXPERIENCE

“I am 86 years of age and live in Langholm with my wife. I have some trouble hearing but I have kept good health for most of his life.

Due to recent problems with my hip I had to travel to the Golden Jubilee Hospital in Glasgow. On their first visit there my wife and I took the car but got stuck in bad weather, spent 11 hours travelling in total. I arrived at the hospital with high blood pressure which was unusual for me and I believe it was caused by the stress of the journey.

When it was time for the actual operation, I was fortunate enough to be able to use the ACTS Out of Region Patient Transport Pilot which was a big relief for my wife and I following our previous ordeal.

It enabled me to avoid an increase in blood pressure by having to travel to the Golden Jubilee Hospital, Clydebank”

PSP Challenges

Although the PSP has been hugely successful and beneficial in Dumfries and Galloway there are a number of challenges that are required to be resolved. These include:

Overall Investment – If the progress and development that has been built under the PSP to date is to lead to a long-term sustainable transport provision then there will be a requirement for investment (time, resources and funding). This will be required to enable the Community Transport Sector to continue to deliver the services to its local communities, play a key role in any new public transport model, continue to build a holistic approach to transport through better co-ordination, employment and training for various transport roles and ensure that services are designed with the PSP model

around user engagement at its core. The main challenge with this is the financial squeeze on budgets and the lack of time and resources.

Strategic Engagement – One of the major successes of the PSP is the partnership built up with D&G Council, SWestrans, NHS D&G and recently the engagement with SOSE. Periodically the PSP has reported progress to Community Planning and the IJB. As recommended by the recent Audit and Risk Committee Review, “*it is important that engagement with CP Partners around future funding to be taken forward*”. There requires to be an overall strategic engagement plan going forward. However, this is difficult to achieve within the current resources available.

CT Core Funding – With budgets and finances under extreme pressure securing core funding for CT is challenging. It should not be down to just one partner, or a department within that partner (e.g. transport), to contribute to funding. However, without core funding that underpins the CT organisations their ability to play a larger part in any new public transport model could be impacted.

Mainstream a Sustainable Volunteer Car Scheme – This has been funded by Dumfries and Galloway Council over the last 5 years. However, there is a requirement for other key stakeholders to financially support this vital and successful scheme. Without this the long-term sustainability of the current services and any potential wider roll out will not happen.

Implementation of Transport Hub Pilot - has been scoped out with NHS Dumfries and Galloway that is ready to implement. However, to date this has not been able to be implemented mainly due to the challenges faced by NHS during COVID. However, this was an important work stream of the PSP and as such the implementation of the pilot requires to be taken forward. This will not only be important to NHS but will assist with Dumfries and Galloway Council’s new public transport model with a key component being the development of a transport hub.

Future of Dumfries and Galloway Community Transport PSP

The work of the PSP to date has established a foundation, particularly through the partnership development, for Community Transport. However, over the next year there is a requirement to develop a sustainable way forward beyond the PSP. There is a huge opportunity for community transport to be a key stakeholder in the new Public Transport Model being developed.

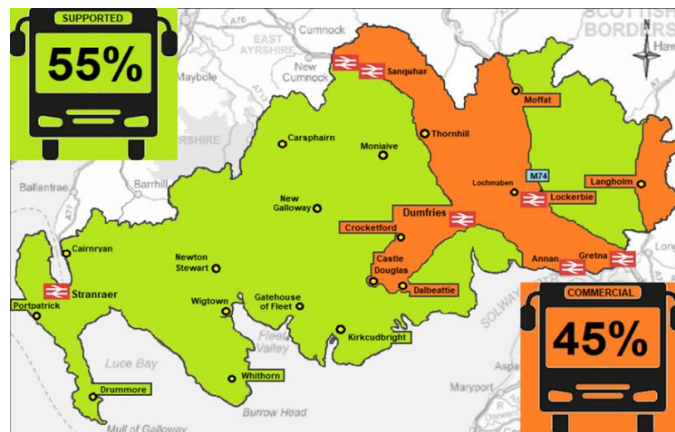
Therefore, there is a requirement to scope out and implement a strategy beyond the PSP, which this Strategy, under Section’s 4, 5 and 6, looks to address. The key requirement to take forward beyond the PSP are:

- Mainstream some of the successful activities
- Overcome the identified PSP challenges
- Continue to develop the capacity building projects, including the establishment of a Social Enterprise
- Embed the PSP Model of designing/redesigning services around service user engagement.

SECTION THREE – STRATEGIC CONTEXT

3.1. Some Key Statistics about Dumfries and Galloway:

- The population of Dumfries and Galloway is 149,200. 84% (124,700) of people live in the 150 settlements across the region with 30 or more residents.
- There are 3 types of local bus services in Dumfries and Galloway, providing 93 bus routes covering 11.1 million Km per annum. These are split:



- The socially necessary local bus services (supported) are at an annual net cost of some £3.2M
- Overall Dumfries and Galloway has 19 data zones⁴ considered to be in the 20% most deprived in Scotland
- There are 37,880 people aged 65 years or older living in Dumfries and Galloway. This is 26% of the region's population (National Records Scotland, mid 2018 population estimate)
- The number of people in the region over the age of 65 is expected to grow by 29% 48,800 people by 2039. Within this, the number of people aged 85 and older is expected to grow by 108% from 4,480 people in 2018 to 9,340 people in 2039.
- Currently there are 48,500 people living with long term conditions of which, 12,500 people are living with 2 or more long term conditions. The number of people with a long term condition is increasing by an estimated 100 people per year.
- It is expected that 12,000 people aged 75 and older will be living alone by 2037

3.2. Local Strategies

The Dumfries and Galloway Anti-poverty Strategy outlined the following in relation to travel and transport:

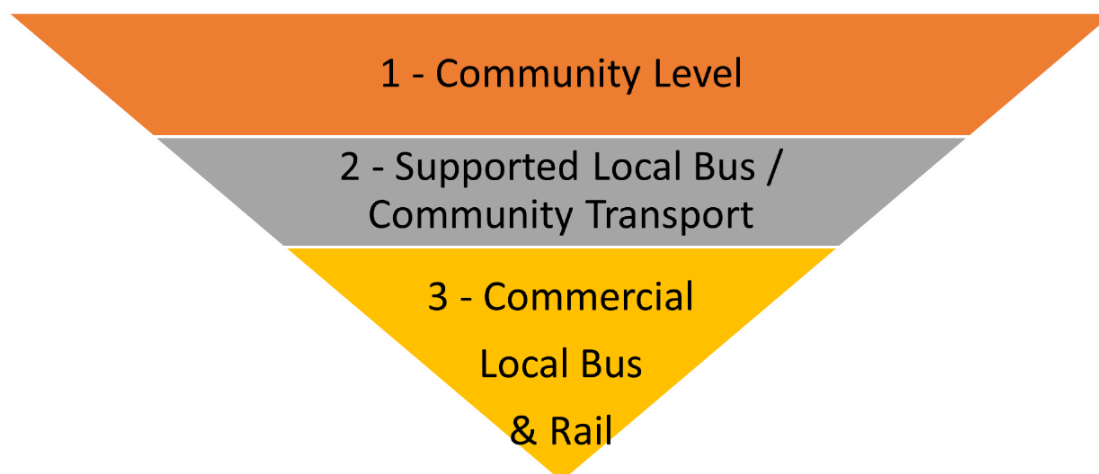
“Our transport system must deliver the internal and external connectivity required to sustain and enhance the region’s economy and communities. It is about delivering genuine travel choices for our residents; providing access to jobs and public services; enabling goods to reach their markets; and providing the links that promote social inclusion and support quality of life. The cost of

rural living can be higher than urban areas with costs of transport, such as the need for vehicle ownership, to lead a more independent life and/or costs of public transport to access services not available locally. Transport is also a particular issue for our disabled citizens and we need to ensure that our services and fares are suitable for their needs.”

The updated Tackling Poverty and Inequalities Strategy’s vision is for “A Dumfries and Galloway in which local action has driven poverty as low as possible; and has mitigated as far as possible the impact of poverty when experienced”.

New Sustainable Public Transport Model Development – In June 2021, the Dumfries and Galloway Communities Committee agreed to the development of a sustainable delivery model utilising the opportunities available to provide our residents with a needs-based, coordinated, affordable and integrated network that allows easy transitions across modes.

This model sets out a draft 3 tier framework for delivering a public transport network for the region which incorporates all journey needs, outlined in the diagram below:



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

A vital element of this new model will be co-ordinating, scheduling and planning resources more effectively particularly in Tier 1 but also across Tier 2 to ensure that these resources are used efficiently whilst delivering high quality and appropriate services to the travelling public. It will be key that journeys are integrated, with all key partners working collaboratively and that passengers have a simple and flexible way to book transport if needed. Therefore, development and establishment of a Transport Hub which creates an integrated single booking and scheduling point of contact will be an essential part of the new model.

3.3. Regional Strategies

The Community Planning Partnership’s Local Outcomes Improvement Plan for 2017- 2027 - is the highest level document setting the direction for the region. It sets out a number of outcomes including:

- Learning opportunities are available to those who need them most.
- Health and wellbeing inequalities are reduced.
- People are safe and feel safe.
- People are well connected.
- Individuals and communities are empowered

Regional Transport Strategy (RTS) – SWestrans are currently developing their new Regional Transport Strategy. A key development stage of this is the Case for Change Report that has been published and will shortly be going out to consultation. A set of six draft RTS Strategic Objectives have been developed as follows:

- 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.

South of Scotland Regional Economic Strategy Delivery Plan (2022 – 2025) – Delivering a Greener, Fairer and Flourishing South of Scotland – Published in November 2021, a key action under the Thriving and District Communities theme is that “*the region to rapidly enhance transport connectivity within key locations, establish*

new and innovative models of public transport delivery and build on road and rail investments, to improve connections within and out with the South of Scotland.”

One of the key challenges and barriers in the South of Scotland is the lack of good transport connectivity. We will undertake a strategic high level review of transport proposals including potential public transport improvements; and active travel.

Other major themes outlined in the strategy are:

- A low carbon society, increasingly resilient to the effects of climate change.
- Vibrant, growing and connected places shaped by empowered communities
- Significant percentage of spending power being retained locally.
- Greater equality of opportunity for all, with people reaching their full potential
- Improving the health and welfare of those who are most disadvantaged within the region
- Building the capability and capacity of social enterprises and the Third Sector
- Investing in social infrastructure and education to enhance life prospects
- Activating Communities & Social Enterprise - Communities have a key role to play in shaping places, tackling local challenges and developing social and economic equity, by harnessing local expertise, capacity and self-subsidiarity and need greater and more sustained support to enable this to happen. - There are significant imbalances between the opportunity and ability for social enterprises and the Third Sector to build capacity and make a difference which requires targeted action, systemic change and greater flexibilities introduced within public procurement.

3.4. National Strategies

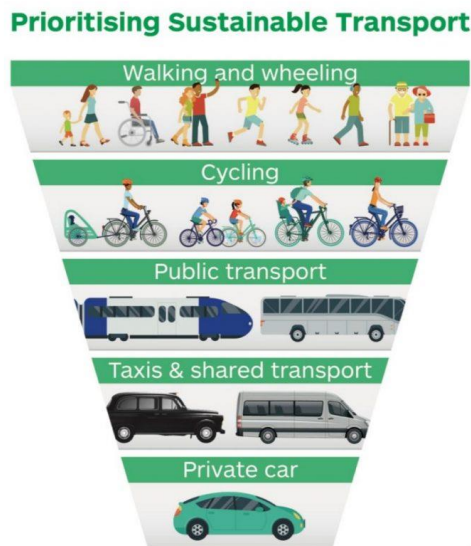
The National Transport Strategy (NTS2) published in February 2020 sets out an ambitious and compelling vision for Scotland’s transport system for the next 20 years. There are four priorities to support that vision:

- reduces inequalities
- takes climate action
- helps deliver inclusive economic growth
- improves our health and wellbeing.

The overall Vision is:



The NTS2 establishes a ‘Sustainable Travel Hierarchy’ that defines the principles upon which future transport investment decision making and services should be planned. It defines the priority which will be given to each mode of transport in future investment planning and is shown below that prioritises walking & wheeling and cycling, with investment to support the single occupant private car being the lowest priority.



There are a number of other strategies, policies and innovations around transport including:

- A Just Transition to move to low carbon transport
- 20% reduction in car kilometres by 2030
- 20 Minute Neighbourhoods
- Mobility As A Service
- Active and Sustainable Transport

NHS Recovery Plan 2021 – 2026 – This Plan sets out key headline ambitions and actions to be developed and delivered now and over the next 5 years. The impact of addressing the Covid-19 pandemic meant many health and care services had to be suspended or reduced in scope and scale. This affected almost all aspects of NHS care.

As a result, there are many people who are waiting longer for the care they need. Addressing this backlog of care, while continuing to meet the ongoing urgent health and care needs of the country, is the central aim of this recovery plan. Whilst the NHS has sought to prioritise and maintain essential services, such as urgent, emergency, mental health, maternity and vital cancer care throughout the pandemic, we know that many people have had treatment delayed. The pausing of non-urgent elective procedures and screening, while unavoidable as part of our pandemic response, has resulted in delays to routine treatment and it has significantly lengthened waiting times for many patients.

Primary and community care services, such as general practice, pharmacy, dentistry and eye care, have also been greatly impacted and are under significant pressure. Getting services back on track and tackling backlogs of care for patients as quickly as

possible is essential, and this Plan sets out how this will be done that safely and effectively, while being open and transparent about the scale of the challenge the NHS faces over the next few years.

The Mobility and Access Committee for Scotland (MACS) Report on Transport for Health and Social Care (2019) – This report highlights 5 key themes that require to be addressed around accessibility, particularly public transport barriers, booking information, availability, community transport and affordability. MACS made a number of recommendations including:

“Transport should be built in as an integral part of the care pathway. There needs to be better joined up planning and working between the NHS, Local Authorities and SAS. The CTA should be recognised as key partners in these discussions (supported within the Transport (Scotland) Bill legislation).”

“Local Community Transport providers should be involved in the planning of transport to medical appointments, particularly in rural areas – this recommendation may be part addressed in the technical amendment of the Transport (Scotland) Bill.”

“Transport resources and budgets could be shared between the NHS, Local Authorities, SAS and Community Transport Operators (budgets should be ring- fenced for transport).”

“There is a clear call for integrating resources and call centres to make it easier to identify and book transport, with one overall coordinator for transport to health. A one-stop shop. This call goes on to suggest budgets should be shared and ring-fenced and booking transport on-line should be an option. This is supported by a clear call for leadership, joined up working and sharing of resources. This should be explored further.”

This strategy incorporates all of the above recommendations.

The Equality and Human Rights Commission “Is Scotland Fairer Report on the State of Equality and Human Rights in Scotland” (2018) – Found that disabled and older people continue to face problems accessing all forms of public transport. One priority aim was “public transport supports the economic and social inclusion of disabled and older people.”

A Fairer Scotland for Older People: Framework for Action – “Community transport plays an important role in providing flexible and accessible community-led solutions in response to unmet local transport needs, and often represents the only means of transport for many vulnerable and isolated people, often older people or people with disabilities.” “Tackling social isolation and loneliness - remaining active and engaged in communities is a clear priority for older people, and there is much the Government and partners can do to make this possible. Issues as diverse as making public spaces safe and welcoming, ensuring availability of transport at affordable prices...”

A Fairer Scotland for Disabled People: Delivery Plan – “Action - Increased availability of accessible and inclusive transport and services”

The Key to Life – Learning Disabilities Scottish Government Strategy – “Public transport and buses are very important for people with learning disabilities.” “try to make public transport easier for people with learning disabilities to use”.

3.5. Summary

Community Transport can assist key stakeholders in meeting the numerous Local, Regional and National Strategies and Policies outlined above. It, as an enabler, has an impact across a number of policy areas such access to health, preventative measures in relation to health and social care, rural economy, education, employability, social isolation and loneliness, active and sustainable travel and just transition to low carbon.

There can be little doubt that in Dumfries and Galloway the ability of people and communities to access transport is a major cause of disadvantage. This report is concerned with tackling that disadvantage and proposing the means by which we might achieve an improvement in public transport services, specifically those provide by Community Transport providers.

Community transport can mitigate the cost of loneliness and isolation through providing older people with access to health and other services, and to social opportunities.

The work of Community Transport, particularly access to affordable, reliable, accessible transport solutions, will contribute to a number of Scottish Government’s equality and human rights action plans and strategies.

SECTION FOUR – COMMUNITY TRANSPORT.... FUTURE JOURNEY

The way forward for the on-going sustainability and development of Community Transport in Dumfries and Galloway to enable it to grow and play a key role in the new public transport model that is being developed will require:

- Continued and strengthening partnership working
- Buy in from all statutory and community transport sectors as well as working in partnership with commercial bus sector
- Resources, both financial investment and time
- Mainstream the Public Social Partnership and overcome the challenges identified

4.1. Four Key Pillars

There is a requirement to build on the great work and success of the Public Social Partnership and continue to build the sector around the following 4 key pillars:

- ***Building the Infrastructure and Capacity Building*** – Through the establishment of a Regional Wide Community Transport Social Enterprise. In August 2019, an event was held with the Community Transport Sector in Dumfries and Galloway which was attended by 8 CT Organisations. The outcome of the event was a recommendation to establish an umbrella Social Enterprise using the ‘hub and spoke’ model with the new organisation being the hub and the CT providers the spokes. It was agreed that this was the best model to assist the sustainability of the CT Sector as well as assisting with the significant transport challenges that communities face.
- ***Environmental Impact*** – Through better transport co-ordination from the establishment of the Transport Hub. transitioning the community transport fleet to low carbon and developing active and sustainable transport initiatives.
- ***Community Cohesion*** – Developing and providing transport solutions for local communities, develop volunteering opportunities and the development of an employability pathway programme that will look at key areas in relation to developing skills for drivers, schedulers, transport managers and mechanics. This will assist the whole transport sector in the region to build capacity of transport staff where there is a shortage.
- ***Sustainable Growth*** – Through a social enterprising approach to financial sustainability by providing transport and other solutions to local communities and key stakeholders such as SWestrans, Dumfries and Galloway Council, Health and Social Care Partnership and NHS Dumfries and Galloway.

4.2. Vision for Community Transport

The vision for Community Transport in the region is:

“increased and enhanced social, health and community transport services across the region, which are more frequently used by people isolated through location or circumstance, in order to improve their quality of life; and to widen the social and economic impact of community transport in these same communities.”

4.3. Mission of Community Transport

The Mission is to operate a quality, sustainable, and consistent Demand Responsive, Social and Community Transport network across the region to those that need it. This will be achieved by:

- a) Maintaining and setting standards within the Network.
- b) Providing comprehensive support and capacity building training from operational to management issues.
- c) Integrating the community transport sector to deliver transport solutions across the South West of Scotland.
- d) Being a key partner in the designing of transport solutions for communities, building on the Public Social Partnership, integrating the model into any design.
- e) Deliver transport solutions on behalf of commissioning organisations including SWestrans, NHS Dumfries and Galloway and Dumfries and Galloway Council.
- f) Being a key partner in assisting in the development and operation of the Integrated Transport Hub.

4.4. Approach

A human rights-based approach will be at the centre of this strategy. This approach is as follows:

- **Participation:** Transport plays a vital role in all our lives. It enables us to get to work, education or training; to see friends and family; to take part in leisure activities; to access health appointments and so much more. The transport solutions that will be provided aim to ensure that our local communities are able to participate in everyday activities, especially where mainstream public transport does not meet people’s requirements. Our transport will be affordable as it is important that no matter what level of income people should not have to make trade-offs between spending on transport and spending on other essential items such as food or fuel.
- **Accountability:** Any transport service should be accountable, with people and communities able to influence the delivery of services. It should be clear who people need to contact when transport is not meeting their needs and who is accountable for making sure that standards are met. Using the Public Social Partnership Model, as a community based sector, our ethos is designing and delivering transport solutions with the heart of the local communities needs instrumental in what we deliver.

- ***Non-discrimination and equality:*** Transport should be explicitly designed to be inclusive, taking into account the different needs of older and disabled people, particularly in relation to issues such as caring responsibilities, access to health services and participation in public life. Using the Public Social Partnership Model, these groups of transport users will be part of the design process.
- ***Empowerment and Legality:*** Access to suitable transport is not in itself set out as a human right in international conventions, but it is a necessary requirement in order to achieve other human rights such as the right to work, right to education, right to take part in cultural and public life and the right to the highest standard of physical and mental health. A huge impact on empowering people to live their lives and be able to access vital services and activities can be the barrier of accessing transport. We aim to provide access to suitable transport solutions, whether passenger or non-passenger, to meet the needs of our community. Access to suitable transport, no matter your level of income or where you live, should be seen as a necessary requirement in order to achieve other human rights.

SECTION FIVE – WHAT IS REQUIRED?

To enable the development, and implement this 3 year strategy, will require the following:

5.1. Mainstream the Community Transport Public Social Partnership

The work of the PSP to date has established a foundation, particularly through the partnership development, for Community Transport. However, over the next year there is a requirement to develop a sustainable way forward beyond the PSP.

During the first year of this strategy, it will be important to transition the successful Community Transport Public Social Partnership into “business as usual”. However, to be able to do this, will require a number of the following activities to be mainstreamed:

A Sustainable Volunteer Car Scheme

The Volunteer Car Scheme for transporting patients to health appointments, both within Dumfries and Galloway and out with Dumfries and Galloway to appointments in Glasgow, Edinburgh and Ayrshire, has been the flagship project.

However, without sustainable funding then the continuation and expansion of this service will not be possible and will have to end. This has been a vital service to over 2,000 patients since the service commenced and it has highlighted the importance and value of volunteers with over 8,400 volunteer hours to date.

The Annual funding required to continue and expand the service is £50,000 per annum and £150,000 over the 3 years of this strategy.

Implementation of the Transport Hub

Over the next year it is important to implement the pilot of the Transport Hub in partnership with NHS Dumfries and Galloway.

The development of the Hub will create an integrated single booking and scheduling point of contact through the establishment of a Transport Hub. This will assist in addressing the transport needs of passengers. This will be achieved by using the collaborative economy model by working with a number of transport providers, including Dumfries and Galloway Council, Community Transport Operators and NHS Dumfries and Galloway, to make better use of their transport fleet downtime.

The idea is to make use of a collaborative digital platform that will:

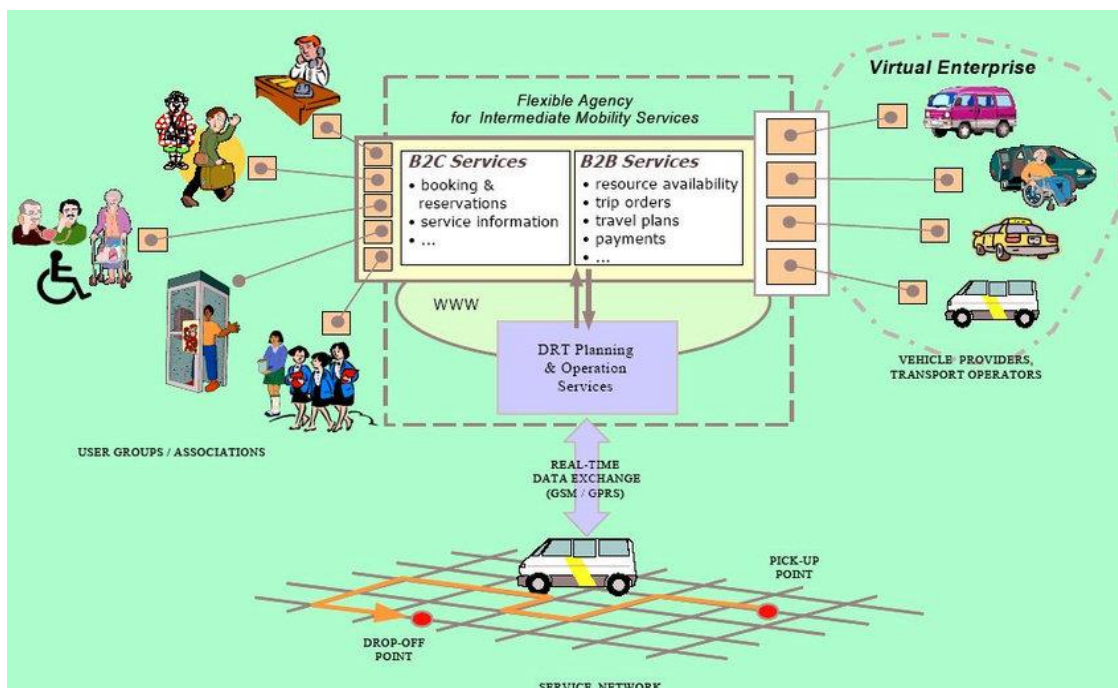
- Assist with transport needs of communities to access employment, training, leisure activities and health and social care
- Schedule and book transport matching supply with demand
- Ability to allocate journeys in real-time
- Make better use of resources from Local Authorities, Community Transport and NHS by utilising their spare vehicle capacity and downtime
- Design transport solutions to meet the needs of communities.

The overall vision of the project is to make use of the collaborative economy model by working with key transport providers. The interactive web based scheduling and booking solution will enable us to match up supply, resources available from Local Authorities, Community Transport Operators and NHS, to demand, transport requirements of communities to enable them to access employability and training, health, social care services and leisure activities.

It will reduce unnecessary duplicate journeys and provide efficiencies for key stakeholders through economies of scale. This will see:

- The establishment of an integrated transport hub that will be a single point of contact for booking, scheduling, planning and designing transport solutions
- Make use of a web based interactive digital solution to co-ordinate, schedule, plan and allocate resources and journeys of partners to make more efficient use of these, reduce duplicate journeys and free up capacity to deliver innovative and bespoke transport solutions to the region’s communities.
- Provide the facility for real time allocation of journeys and resources to meet demand.
- Provide passengers with digital apps to book and schedule transport that is linked to the scheduling system.

As the project develops, particularly with the establishment of the new proposed Public Transport Model, it will allow for the flexibility to create a “virtual hub” in the future through a ‘trip broker’ facility as outlined in the below diagram:

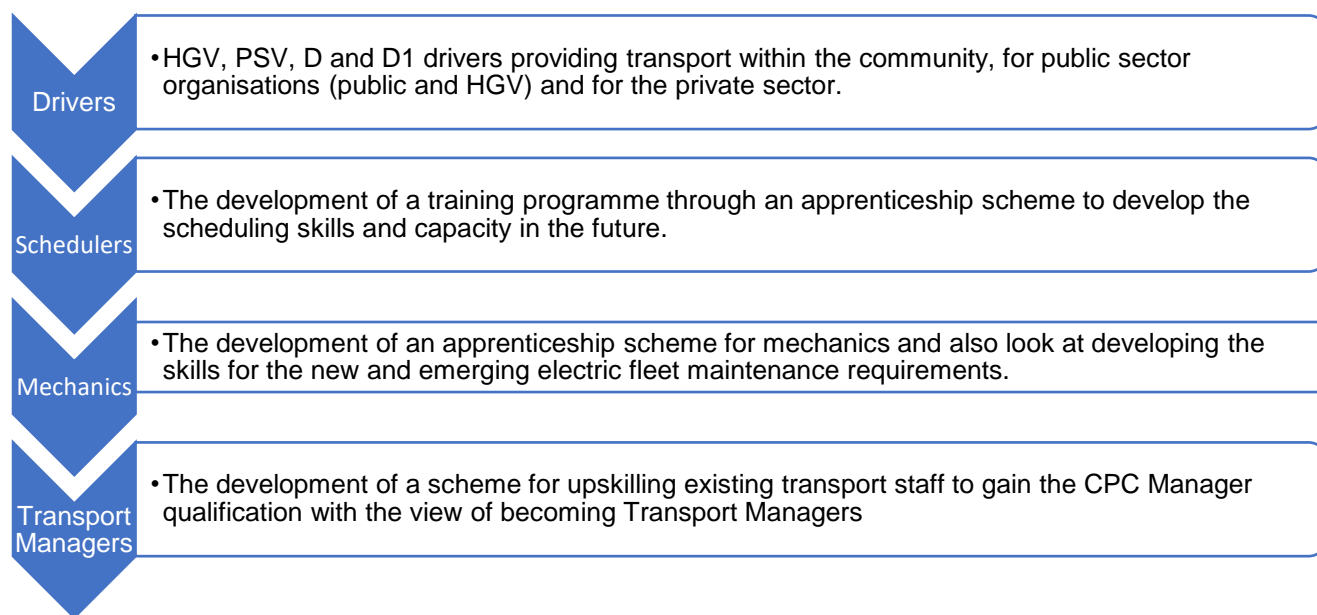


There is an initial £40,000 capital funding required for the initial set up of the Hub. The annual expenditure funding required to operate the Hub for NHS Dumfries and Galloway activity will be £50,000 per annum and £150,000 over the 3 years of this strategy.

Employability Pathway Programme

The Public Social Partnership will be implementing an employability pathway programme pilot over the next year. If this is successful, it is envisaged that this will be mainstreamed over the 2nd and 3rd year of this strategy.

This overall project will look at four key areas in relation to developing skills:



The Annual funding required is £50,000 per annum and £150,000 over the 3 years of this strategy.

Volunteering Development Project

The Public Social Partnership will be scoping out the development of a pilot volunteering project over the next year. If the project is successful, it is envisaged that this will be mainstreamed over the 2nd and 3rd year of this strategy.

The majority of community transport providers in the region rely heavily on volunteers, particularly drivers, to provide their services. The demographics of people driving for community transport throughout Scotland is male, retired and over 65.

Therefore, the pilot project will scope out, develop and implement a volunteer strategy for community transport. This will include recruitment, marketing and training of volunteers and will look at widening the demographics and diversify the people volunteering for community transport, including the recruitment of more young people and women.

The Annual funding required is £25,000 per annum and £75,000 over the 3 years of this strategy.

5.2. Establish a Regional Community Transport Social Enterprise

One of the key elements of this strategy is to develop a sustainable infrastructure for Community Transport in the region.

To deliver this a Regional Community Transport Social Enterprise will be established. This will be an umbrella organisation, working in partnership with the current community transport operators. The diagram below outlines the potential services that the social enterprise would aim to deliver.



The Strategic Goals will be to:

1. Increase the use of community transport services across Dumfries and Galloway.
2. Support the Community Transport Organisations across Dumfries and Galloway through a CT Network.
3. Increase the productivity and cost-effectiveness of Community Transport
4. Raise and maintain the community transport-related skills and qualifications of the staff and volunteers of member organisations through the development of a Training and Learning Centre.
5. Transition to a low carbon fleet, where possible.

6. Develop a Hub and Spoke Model for the delivery of transport solutions for the communities of Dumfries and Galloway.
7. Be a key partner in the delivery of the new Public Transport Model
8. Develop commercial opportunities as part of the long term social enterprise sustainability strategy.

This “hub and spoke” model will provide:

- economies of scale - shared resources.
- commissioners, stakeholders and service users one point of contact.
- development of transport focused on social inclusion and need throughout the region allowing providers to concentrate on service delivery.
- cross area/region projects.
- a joined-up sector.
- monitoring of the sector to improve quality and availability.
- a solid and sustainable volunteer base.
- opportunities for innovation and piloting – e.g. electric fleets.
- development of community programmes - e.g. employability pathways for transport – drivers, schedulers, mechanics, transport managers.
- delivery of transport solutions.
- the CT Sector in Dumfries and Galloway opportunity to:
 - capacity build through key programmes such as volunteering and employability.
 - administer and provide core funding to the Sector.
 - provide opportunities to deliver commissioned transport solutions in their local area through the “Hub and Spoke” model
 - develop innovative projects - car clubs, e-bikes, electric vehicles.
- transport solutions for key stakeholders such as the Council and NHS.
- a key delivery partner for the Integrated Transport Hub.

It will seek to achieve a range of social impacts including, but not exclusively:

- Improved access to places and public services for disadvantaged groups.
- Increased feeling and experience of travelling safely.
- Improved mental and physical health and wellbeing.
- Reduced isolation for disadvantaged groups.
- Reduction in CO2 emissions through the operation of a low carbon fleet.
- People feeling more connected to and within their community.
- Better use of community assets (places, transport, services).
- Increased employability for trainees and volunteers.
- Increased sustainability in other CT operators and third sector non-CT organisations.
- Increased impact and value for money in the delivery of public services.

The Annual funding required is £100,000 per annum and £300,000 over the 3 years of this strategy.

5.3. Strategic Partnerships

One of the major successes of the PSP is the partnership built up with Dumfries and Galloway Council, SWestrans, NHS Dumfries and Galloway, the Community Transport Sector, Third Sector Dumfries and Galloway and recently the engagement with South of Scotland Enterprise (SOSE).

Throughout the lifespan of the Public Social Partnership, it has reported progress to Community Planning and the IJB and regularly reports to SWestrans. Going forward, particularly as we transition the PSP into becoming “business as usual” and we look at delivering this strategy, it is vital that there is continued buy-in from the current stakeholders.

However, it will be equally important to look to widen out discussions and have input from more key stakeholders including Community Planning Partners, Health and Social Care, Integrated Joint Board, South of Scotland Enterprise and other key departments with Dumfries and Galloway Council where community transport can assist with meeting policy objectives such as access to health and social care, community cohesion, employability, active and sustainable travel and social isolation and loneliness.

As recommended by the recent Audit and Risk Committee Review into the Public Social Partnership ***“it is important that engagement with CP Partners around future funding to be taken forward.”***

Therefore, it is important that as part of transitioning from the PSP and to ensure that this strategy is taken forward strategically, that the current PSP Steering Group is revised with a new Steering Group, involving all key stakeholders, is established. The remit of this Group should be to have overall responsibility for implementing this strategy, scope out where community transport can assist with meeting their own organisation’s strategic objectives and developing an overall strategic engagement plan going forward.

5.4. Core Funding for Community Transport Organisations

Due to being not-for-profit and having to adhere to the Section 19 and 22 Permit legislation for operating which prohibits profit making, community transport services cannot operate without some form of investment or public support and funding.

Dumfries and Galloway Council have been a great financial supporter of the PSP, but Community Transport in Dumfries and Galloway is not directly funded by any public sector organisations with most CT providers relying on external grant funding to remain sustainable, where these can be sourced.

One of the recommendations of the Community Transport in Dumfries and Galloway A State of the Sector Report and Improvement Plan in 2016 was to recognise the need for strategic funding for community transport with funding periods of at least 3 years.

This is even more important than ever, particularly the impact of COVID and the subsequent reduction on transport solutions community transport has been able to

provide, the current increase in energy, fuel and wage costs, that has only intensified the need.

Therefore, an annual grant funding pot is required to assist community transport operators in Dumfries and Galloway. Without core funding to underpin Community transport organisations their ability to play a larger part in any new public transport model will be impacted.

The Annual core grant funding required is £50,000 per annum and £150,000 over the 3 years of this strategy.

5.5. South of Scotland Wide Community Transport Development

Dumfries and Galloway borders Ayrshire, South Lanarkshire and the Borders areas. Transport does not recognise borders and therefore it will be important that as this strategy is developed that we look to scope out how the development in Dumfries and Galloway can link into the wider South of Scotland community transport development.

Therefore, we will look to work with key stakeholders such as South of Scotland Enterprise, Local Authorities, NHS and Community Transport Providers to explore any future regional wide community transport development.

SECTION SIX – INVESTMENT AND FUNDING

6.1. Investment Required

The below tables outlines the 3 year investment required to deliver this strategy.

Development	Year One	Year Two	Year Three
Mainstream Volunteer Car Scheme	£ 50,000	£ 50,000	£ 50,000
Transport Hub:			
Set up Capital Costs	£ 40,000	£ 0	£ 0
Annual Running Costs	£ 50,000	£ 50,000	£ 50,000
Employability Pathway Programme	£ 50,000	£ 50,000	£ 50,000
Volunteer Development	£ 25,000	£ 25,000	£ 25,000
Social Enterprise Operating Costs	£100,000	£100,000	£100,000
Core Grant Funding for Community Transport Operators	£ 50,000	£ 50,000	£ 50,000
Total	£365,000	£325,000	£325,000

The 3 year funding outlined above is an estimate of the funding required. It does not cover any capital funding required to transition the Community Transport Sector to low carbon vehicles. This will have to be developed as part of a low carbon replacement strategy.

6.2. Investment Strategy

It will be important that the investment required is secured to enable this strategy to be delivered so that community transport is:

- Sustainable and able to meet the challenges and opportunities now and in the future.
- Able to assist key stakeholders in meeting their policy aims including access to health and social care, reducing poverty, reducing social isolation and loneliness, rural economy, employability and community cohesion.
- Able to play a key part in the new Public Transport Model that is being developed, with Community Transport outlined as a key delivery partner.

With the current funding constraints on local and regional funding it is important that there is a strategic and holistic approach to the investment required. As outlined in this strategy community transport is not about the transport itself. Therefore, there is a requirement for:

- A funding model where there are a number of funding partners, including Community Planning Partners, various departments within Dumfries and Galloway Council (e.g. social work, employability, communities), South of Scotland Enterprise, NHS Dumfries and Galloway and Health and Social Care Partnership.

- Funding should be secured as part of wider strategies:
 - Spend to Save – With a sustainable infrastructure for Community Transport through initial investment will be able to deliver services on behalf of stakeholders that will be more cost effective in the long term.
 - Within the context of current funding constraints, key stakeholders look to spend their budgets differently e.g. transport.

Without investment, the Community Transport Sector will not be able to:

- Continue to deliver the services to its local communities.
- Play a key role in any new public transport model.
- Continue to build a holistic approach to transport through better co-ordination, employment and training for various transport roles.

SECTION SEVEN – CONCLUSION

The 2022 – 25 Dumfries and Galloway Driving Community Cohesion and Growth Strategy sets out how Community Transport can transition from the current Public Social Partnership to “business as usual” so that it can be a key delivery partner for the new Public Transport Model that will be developed.

The Strategy sets out the challenges that require to be overcome, a vision and future development required and what resources are needed to implement this strategy including financial investment.

As outlined in Section Three, Community Transport assists key stakeholders in meeting the numerous Local, Regional and National Strategies and Policies including the Regional Transport Strategy, National Transport Strategy, Older People and Social Isolation and Loneliness Strategies and NHS Recovery Plan.

This is because Community Transport is not just about transport it is an enabler that has an impact across a number of policy areas such as access to health, preventative measures in relation to health and social care, rural economy, education, employability, social isolation and loneliness, active and sustainable transport and just transition to low carbon fleets.

There can be little doubt that in Dumfries and Galloway the ability of our people and communities to access transport is a major cause of disadvantage. This strategy is concerned with tackling that disadvantage and proposing the means by which we might achieve an improvement in public transport services, specifically those provided by Community Transport providers.



COMMUNITY PLANNING PARTNERSHIP BOARD – 9 September 2022

CPPB - PROGRAMME FOR 2022

ITEM 6

1. Situation:

1.1 This report updates members on the Community Planning Partnership Board's meeting arrangements for 2022.

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 meeting being the first fully in person session.

3. Key issues:

3.1 The main focus for the November meeting will be;

- a themed discussion on Community Transport;
- previously scheduled Recovery Focus Group on Education & Employment;
- receiving finalised proposals on the review of the LOIP & Locality Plan and Community Planning operating model.

3.2 There are additional shorter reports which will also need considered to sweep up outstanding matters for 2022 as outlined in the **Appendix**.

4. Recommendation:

4.1 The CPP Board is invited to agree the Board meeting arrangements and programme for the remainder of 2022 as set out in the **Appendix**.

Stephen Jack – Lifelong Learning Manager

ITEM 6 APPENDIX 1

**DUMFRIES & GALLOWAY COMMUNITY PLANNING PARTNERSHIP BOARD
WORK PROGRAMME 2022**

November	<ul style="list-style-type: none"> • Themed discussion around Community Transport which will also include a presentation on the new Community Transport Strategy • Community Planning Partners' Recovery Plan – update and Focus Group on Education, Employability & Workforce Planning • Final proposals on the review of the Local Outcomes Improvement Plan 2017-2027 and Locality Plan on Food Sharing 2017-2027 • Report on Third Sector Representation and “The Voice” • LOIP and Locality Plan Annual Reports 2021/22 • Place – locality planning update - tbc • CPP Board Improvement Plan - progress report for 2022 and plan for 2023 • CPP Board Risk Register • Strategies & Plans updates (standing item) • Business brief (standing item)
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