

NATIONAL TRANSPORT STRATEGY

Delivery Plan – Updated April 2010

Introduction

1. The Government Economic Strategy (GES) makes clear that the Scottish Government's overarching Purpose is to create a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth.
2. To deliver this Purpose, it identifies a number of strategic priorities and describes key targets which will need to be met. The GES is predicated on maximising Scotland's richest resource, its people and it makes clear, therefore, that delivering sustainable economic growth must also involve delivering on the Government's three 'Golden Rules' of Solidarity, Cohesion and Sustainability.
3. Transport plays a critical role in meeting the Purpose. An efficient transport system is one of the key enablers for enhancing productivity and delivering faster, more sustainable economic growth. Enhancing Scotland's transport infrastructure and service provision can help open up new markets, increase access to employment and help build a critical mass of business that can drive up competitiveness and deliver growth.

Strategic Objectives

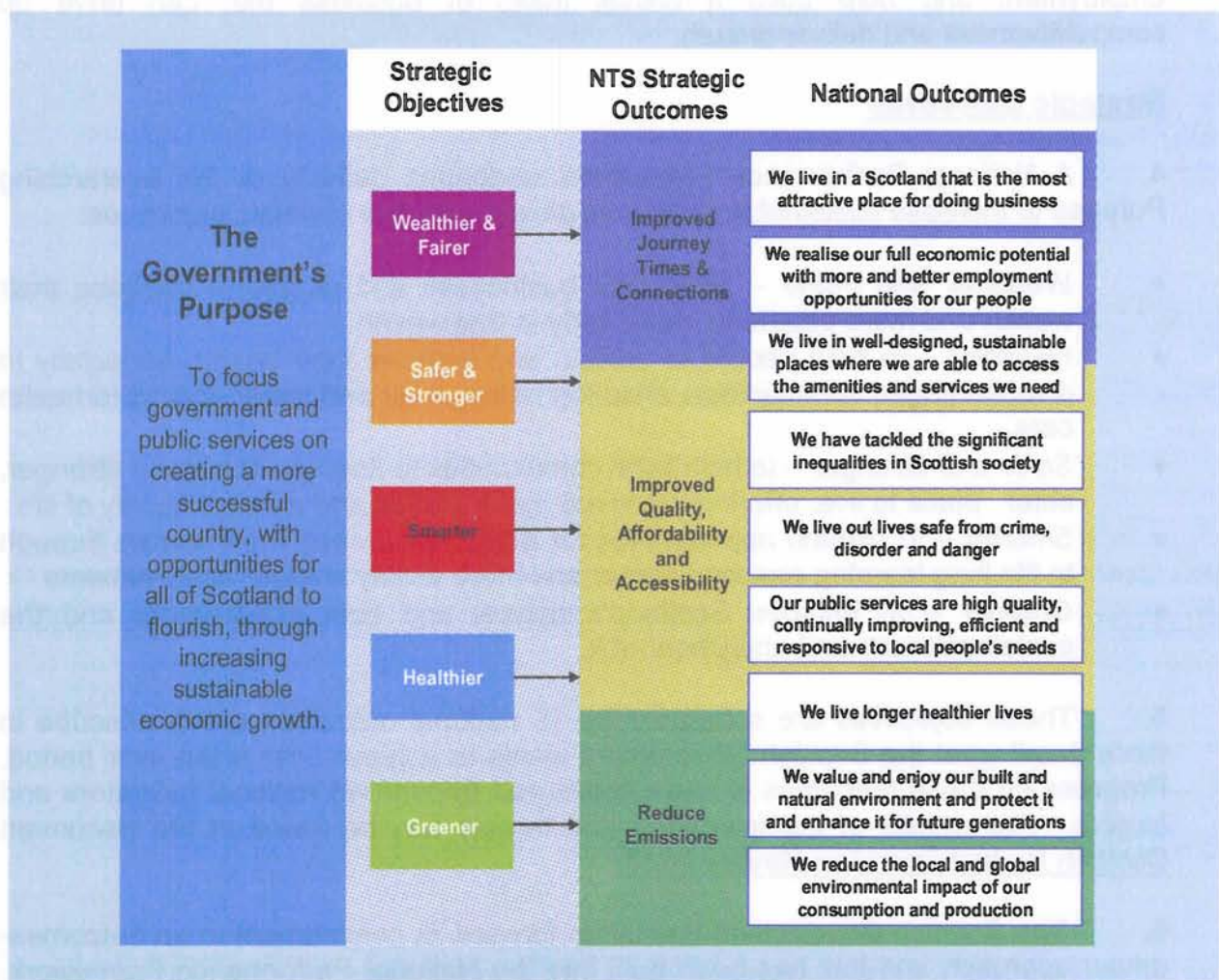
4. A National Performance Framework underpins delivery of the overarching Purpose to increase sustainable economic growth with five strategic objectives:
 - *Wealthier and Fairer* - to enable businesses and people to increase their wealth and more people to share fairly in that wealth.
 - *Healthier* – to help people to sustain and improve their health, especially in disadvantaged communities, ensuring better, local and faster access to health care.
 - *Safer and Stronger* – to help local communities to flourish, becoming stronger, safer place to live, offering improved opportunities and a better quality of life.
 - *Smarter* – to expand opportunities for Scots to succeed from nurture through to life long learning ensuring higher and more widely shared achievements.
 - *Greener* – to improve Scotland's natural and built environment and the sustainable use and enjoyment of it.
5. These objectives are supported by 15 national outcomes which describe in more detail what the Scottish Government wants to achieve over a ten year period. Progress on these outcomes is being measured through 45 national indicators and targets. Full details of the indicators and targets can be found in the document [Scottish Budget Spending Review 2007](#).
6. The Scottish Government has taken forward its commitment to an outcomes-driven approach and this has been built into the National Performance Framework. Central Government, COSLA and the 32 local authorities, along with their community planning partners, have developed Single Outcome Agreements, which set the high

level strategy for the delivery of services in their areas. The public face of the Government's outcomes-driven approach is the [Scotland Performs website](#) – launched on 2 June 2008. This is a strategic communications tool for presenting the Government's vision and progress towards the achievement of its purpose of sustainable economic growth. It has three main components:

- **communication with the public** about overall delivery of the Government's Purpose, strategic objectives and other aspects of the National Performance Framework;
- **performance measurement/management** in relation to delivery agent contributions both to progress and to good governance regimes; and
- **accountability of Government** and delivery agents for the particular areas (geographical and issue based) for which they are responsible.

7. Scotland Performs collates and displays a wide variety of information relating to the outcomes-focused approach and how well Scotland is performing towards achieving the Government's Purpose.

8. The synergies between the Government's strategic objectives, the NTS strategic outcomes and the 15 national outcomes is illustrated in the figure below.



Transport in Scotland

9. The Government's aim is to create a successful Scotland with a well connected, safe and reliable transport system, which: helps deliver sustainable economic growth; provides good quality public transport that is integrated, accessible and affordable and supports all communities including those in less accessible or remote parts of Scotland; and encourages the use of more sustainable and active travel modes which contribute to a greener, healthier Scotland.

National Transport Strategy

10. The [National Transport Strategy](#) (NTS) is the product of consensus achieved via wide consultation with key stakeholders across business, transport and wider interests, including the general public. The NTS encapsulates our priorities for transport in Scotland and provides a structure against which questions of investment, priorities and policies can be judged.

11. This Delivery Plan clarifies which policies and commitments from the NTS we wish to encourage, it also integrates a number of Government's transport commitments, resulting in a comprehensive framework of Scottish transport policies and initiatives.

12. The NTS introduced three key strategic outcomes (KSOs), these outcomes are transport specific, but they relate directly to the Government's 5 strategic objectives:

- **Improve journey times and connections**, to tackle congestion and the lack of integration and connections in transport – ***wealthier and fairer, safer and stronger***.
- **Reduce emissions**, to tackle the issues of climate change, air quality and health improvement – ***greener, healthier***.
- **Improve quality, accessibility and affordability**, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car – ***safer and stronger, wealthier and fairer, smarter***.

13. The NTS will be delivered in the context of the new relationship between the Scottish Government and local government, based on mutual respect and partnership.

14. This Delivery Plan sets out the policies and initiatives which the Scottish Government, regional transport partnerships, local authorities and other stakeholders will take forward to achieve the KSOs set out above.

15. For each KSO we have set out:

- the background to the strategic outcome
- what has been achieved to date
- the ongoing work which is being carried out by transport stakeholders across Scotland, including the specific medium and long term commitments which will be taken forward.

16. These commitments include those of the current Scottish Government as well as those published in the NTS. For the purposes of this document, medium term commitments are those which will be delivered by April 2011 while long term commitments are those which will be delivered within the lifetime of the NTS, i.e. by 2026.

National Transport Strategy - Refresh

17. To ensure we are continuing to reflect Government's priorities for transport, we are currently refreshing the NTS and aim to publish findings by the end of this year.

18. This will allow us to consider if the NTS requires amending in light of experience of delivery to date, resource constraints, and the climate change challenge. We plan to consult widely with stakeholders over the summer.

IMPROVE JOURNEY TIMES AND CONNECTIONS

Background

19. Enhancing Scotland's transport services and infrastructure are key to supporting business and employment opportunities in pursuit of a wealthier and fairer Scotland. We will focus investment on making connections across and with Scotland better, improving reliability and journey times thus contributing to the [Cohesion](#) golden rule which gives priority to achieving more balanced growth across Scotland. Connectivity also plays a key role in building safer and stronger communities.

Achievements To Date

20. A number of the commitments set out in the NTS which will help achieve our objective of improving journey times and connections have already been completed:

Active Travel (walking and cycling)

21. Walking and cycling for many short journeys can be quicker and simpler than other modes, particularly in congested urban areas. Moving significant numbers of people from cars to bike frees up road space.

22. Funding for active travel has been provided to delivery bodies including Sustrans and Cycling Scotland. Funding has supported further development of the National Cycle Network (NCN), active travel to school, cycle friendly employer and school awards, mass public participation bike rides, and information and marketing material. Active travel has also been a major component of the £15m [Smarter Choices Smarter Places](#) demonstration programme in partnership with COSLA. Further details on this programme are contained in the Reducing Emissions section below.

Aviation

23. The outstanding contractual commitments relating to the [Air Route Development Fund](#) will be fully met by May 2010 and we are continuing to work with airlines and airport operators on the development of new international air routes which improve business connectivity, encourage inward investment and make Scotland more accessible for inbound tourism.

Bus Action Plan

24. [An Action Plan for Buses](#) was published in 2006 and set out a vision for Scotland of a comprehensive bus network providing high quality, sustainable bus services. A Steering Group composed of key stakeholders from the industry, regulators and the public sector, from Scotland and the UK, oversaw the implementation of the 17 actions in the plan.

25. The vast majority of the actions contained within the BAP have now been delivered. Encouraging partnership working between the bus industry, local

authorities and RTPs has been a key theme in the work we have undertaken and to that end we have:

- Published a suite of best practice guidance documents for local authorities on a range of issues to assist them in improving bus networks in their areas. These include statutory Quality Partnerships, Punctuality Improvement Partnerships, the provision of information at bus stops and promoting Bus Route Development Grant schemes. In addition we have published a Bus Park & Ride framework. Work is continuing on the final guidance document in this series which is on Competition and this is expected to be published in summer 2010.
- Appointed a Senior Bus Development Advisor in a seconded post with the specific remit to help local transport authorities deliver the policy improvements set out in the Bus Action Plan.
- Amended the Bus Service Operators Grant (BSOG) scheme for the 2010-11 financial year by making the scheme budget limited, removing the link between the payment rate and the fuel duty rate and introducing incentives for Low Carbon Vehicles (LCVs). LCVs will receive grant at twice the conventional rate. Going forward, we will work with stakeholders, including the bus industry, to develop a scheme more closely linked with the Scottish Government's strategic aims and objectives.
- Agreed with the Traffic Commissioner for the Scottish Traffic Area that she will produce an annual report for Scottish Ministers on the performance of the devolved bus regulatory regime. We have worked with Traffic Commissioner to develop inter agency working with different public bodies to improve bus services for the general public.

Ferries

26. The pilot exercise to establish the benefits of Road Equivalent Tariff (RET) commenced on 19 October 2008. It will run for 2½ years on all the Western Isles to mainland routes, including Coll and Tiree.

27. In the first year of the RET pilot the increase in foot passengers was 19%, and for car passengers 30%. The uplift in patronage on the RET routes is mainly attributable to cheaper fares and not some wider patronage effect.

28. The increase in commercial patronage across the RET routes, averages at some 4%. Set against a backdrop of economic challenge this is a reasonable performance

29. Compared to 2008, the summer season of 2009 experienced an increase in demand for tourist accommodation. Wider performance indicators for the business sector also point to an increase in 2009.

30. Scotland's only year round direct passenger and freight ferry service to Europe between Rosyth-Zeebrugge is now operated by Norfolkline, part of the

A.P.Moller-Maersk Group, following the previous operator's withdrawal. Norfolkline commenced the service from 18 May 2009.

Rail

31. Significant progress has been made in taking forward the aspirations outlined in [Scotland's Railways](#) including the improvements to Edinburgh Waverly Station, the completion of the Stirling-Alloa-Kincardine (SAK) railway and the introduction of additional services and station stops across the network. Work has also commenced on the Airdrie to Bathgate Rail Line and timetable improvements between Edinburgh, Fife and Aberdeen have been delivered resulting in faster journeys between Edinburgh and Aberdeen, regular half hourly services between Aberdeen and Inverurie throughout the day, and the provision of 1200 seats delivered across the Scottish network.

32. Having seen continuous improvement in performance, Ministers took the decision to extend the First ScotRail franchise by 3 years to 2014. Discussions continue with Network Rail over developing feasibility work to deliver Ministers aspirations as outlined in the High Level Output Specification (HLOS) process.

33. Following the recommendation of the Scottish Parliament's Transport Infrastructure and Climate Change Committee ('Inquiry into the potential benefits of high speed rail services', 27 February 2009), Transport Scotland worked with key partners in the business and transport sectors to produce a robust Strategic Business Case for bringing high speed rail to Scotland. This was submitted to High Speed 2 (HS2) (established by the Department for Transport (DfT) to consider the case for high speed rail) in October 2009 and has informed DfT's investigation into high speed rail in the UK.

34. The business case clearly shows that Scotland's inclusion in any HSR network would strengthen the overall case for high speed rail in the UK, and deliver key economic and environmental benefits. On 11 March DfT published a Command Paper on High Speed Rail along with HS2's report. The Stakeholder Group set up to produce the Strategic Business Case has now been re-convened, to consider HS2's report and the next steps for Scotland.

Road Safety

35. [Scotland's Road Safety Framework](#) to 2020 was published on 15 June 2009. The Framework sets out the first ever Scottish Road Safety Targets for casualty reduction in the period to 31 December 2020 and a series of short-term, mid-term and long-term commitments in the Framework which will be delivered in partnership with other key stakeholders and delivery partners.

36. To ensure the delivery of the commitments we have established a Strategic Partnership Board and supporting Operational Partnership Group. The Board will meet quarterly and held its first meeting on 2 October 2009 and Annual General Meeting on 8 December 2009. The Group held its first meeting on 4 February 2010.

37. The Framework includes a commitment to publish an annual report at the end of each calendar year with achievement against road safety casualty reduction targets and key actions taken to meet commitments from the Framework. The 2009 annual report was [published](#) on 3 February 2010.

38. We will be announcing a Fresnel Lens project in April/May. This road safety project, a commitment in the forthcoming Cycling Action Plan for Scotland, is designed to reduce cyclist KSIs (killed / seriously injured) involving HGVs. Delivery bodies will distribute Fresnel lenses (which remove the blind spot from the left hand side of the vehicle) to HGV drivers across the country, starting in Aberdeen. There will be associated education and marketing for cyclists.

Trunk Roads

39. Work has also been completed on a number of trunk road improvements including the new £120m Clackmannanshire Bridge at Kincardine, the £23 million upgrade of Britain's last single track trunk road to dual carriageway with the completion of work on the A830 'Road to the Isles', and the completion of a new overtaking opportunities schemes that will benefit road users and improve road safety on the A77 and the A76 in South West Scotland. On site good progress is being made at the A80 upgrade and on the M74 completion projects. On 1 June 2009 the £2.7million Carrbridge upgrade on the A9 was opened by the Minister for Transport, Infrastructure and Climate Change.

40. On 22 March 2010 the Minister signified the start of work on a £6.5m dual carriageway scheme on the A75 with a ground breaking ceremony. The A75 Cairntop to Barlae scheme, will see a new 1.4 mile stretch of dual carriageway and will improve the access to and from the west coast ports of Stranraer and Cairnryan and support businesses, communities and tourism across Scotland.

41. A number of schemes have completed their statutory processes and are now ready to proceed to construction phase. These include the A75 Hardgrove to Kinmount, A75 Dunragit Bypass, A0 Crubenmore, A9 Kincaig to Dalraddy and the A68 Pathhead to Tynehead Junction. Schemes nearing the end of the statutory process include the A90 Aberdeen Western Peripheral Route (AWPR), M74 Raith Interchange and the M8 Associated Network Improvements.

42. Transport Scotland published its first [Road Asset Management Plan](#) (RAMP) in November 2007 which reviews current practices compared against industry best practice, and identifies where and how improvements could be made. The 3 year RAMP sets out how the trunk road network will be managed and the service this will deliver. A revised and up-dated RAMP will be published later in 2010.

Medium Term Commitments – to be delivered by April 2011

Active Travel (walking and cycling)

43. We are currently developing a Cycling Action Plan for Scotland, which has a proposed 10% mode share for cycling. Publication is expected in April 2010 following the Transport, Infrastructure and Climate Change Committee report on its inquiry into active travel. The Cycling Action Plan programme board includes external stakeholders.

44. We will be announcing an on-line cycle journey planner for cycling later in 2010. This is to put cycling as a mode on an equal footing with other forms of transport, and help people choose fast, quiet or scenic cycle routes.

45. We will continue to provide ring fenced funding to local authorities through the Cycling, Walking and Safer Streets funding of £9.09m for each year of the spending review. The funding for School Travel Coordinator posts has been rolled-up into the block grant for local authorities to use to meet their local priorities and needs.

Aviation

46. In the past 8 years there has been a sea change in Scotland's international air connectivity – making Scotland more accessible and giving business better and easier access to existing and new markets. We will build on that success by continuing to work with airlines, with Scotland's airport operators, with business and with VisitScotland to further enhance our international connections and our place in the global market making Scotland a more attractive place to work, to visit and to do business thereby supporting economic growth. By doing so we want to reduce the demand and the reliance on short haul connections with London where practical.

Freight

47. It is now over 3 years since the [Freight Action Plan](#) was published, and the actions contained in the plan have either been delivered, or have been integrated in to day-to-day work. A [delivery report](#) on the Freight Action Plan is available on the Scottish Government website.

48. Throughout the creation and delivery of the Freight Action Plan, a successful working partnership developed between the public sector, business and the freight industry. We were keen to ensure this was maintained in developing and delivering future freight policy in Scotland. In order to achieve this, we established the Scottish Freight Logistics Advisory Group (ScotFLAG) with the following remit:

'With a view to increasing sustainable economic growth in Scotland, and recognising the importance of freight in the transport sector and in wider Government policies, to:-

- advise on and monitor delivery of freight policy in Scotland in order to achieve national outcomes and objectives;

- consider the impact of wider government policies on the movement of freight; and
- prioritise and co-ordinate action taken by industry and other stakeholders in response to Government policies.'

49. Issues currently being considered by ScotFLAG include Lorry Parking, Climate Change and monitoring the development of Freight Quality Partnerships. The Group meets every 4 months.

50. The Scottish Government has also bought into the Department for Transport's Freight Best Practice programme. The Freight Best Practice Programme has generated a range of free material to help road freight managers and drivers improve their efficiency. Guides, case studies, software and seminars are available on topics such as saving fuel, developing skills, equipment and systems, operational efficiency and performance management.

51. So far the Scottish part of the programme has produced 5 Scotland-specific case studies, a pocket guide on bad weather driving (approved by HSE), and a pocket guide on Urban Driving. Future publications will include a Lite Guide on Last Mile Deliveries and a case study about waterborne freight.

Rail

52. The principles outlined in Scotland's Railways will continue to set the context for delivering improved connections through projects like the connection to Edinburgh Airport at Gogar. Further electrification of services as resources allow will contribute to reducing emissions.

Trunk Roads

53. Over the period to 2011, major investment in the trunk road network will be delivered through key strategic investment in over 40 major schemes; including the completion of the Central Scotland motorway network. Subject to completing the necessary statutory procedures it is hoped to start construction of the Aberdeen Western Peripheral Route (AWPR) in 2011. This represents a huge programme of investment to improve the national strategic trunk road network serving communities throughout Scotland

54. Greater use of Intelligent Transport Systems (ITS) technologies will improve journey time reliability, reduce disruption caused by incidents and road works, minimise the effects of congestion and improve safety and security for travellers. Transport Scotland continues to deliver an ITS Action Plan to meet these strategic objectives and influence ITS provision on major transport infrastructure projects.

55. Our ambition for ITS based managed motorways is set out in Project 9 of the Strategic Transport Projects Review (STPR). The STPR states that a variety of ITS based approaches, such as variable speed limits and variable message signs, ramp metering, average speed enforcement and hard shoulder running should be applied across the most congested part of our network. Within our current programme,

managed motorways principles using ITS are being designed into the M74 Completion, M80 Stepps to Haggs Improvement and the Forth Replacement Crossing. In addition to this, Transport Scotland is looking for opportunities that could be delivered while more detailed proposals for delivering Project 9 are being developed, including the development of proposals for a bus hard shoulder running pilot on the northbound M77.

Long Term Commitments

Ferries Review

56. The Review will inform our long term strategy for lifeline ferry services in Scotland and influence the next round of procurement of ferry services and supporting infrastructure. The Review will define our objectives in providing support to ferry services and clarify the criteria under which we may fund particular services. The Review will develop a strategy to 2022, in line with the recently completed Strategic Transport Project Review.

57. Scottish Government Officials will participate in a further round of consultation events on a Draft Consultation Document during summer 2010

Forth Replacement Crossing

58. In December 2008, Stewart Stevenson MSP, Minister for Transport Infrastructure and Climate Change announced that the replacement crossing will cost an estimated £1.7bn to £2.3bn – a saving of around £1.7bn to the previous cost estimate; the quality of the project has not been reduced with the costs; in fact, the refined scheme has more public transport options, has less environmental impact and can be delivered as promised by 2016.

59. The new bridge will carry heavy goods vehicles and general traffic, with greater reliability and the reduction of carbon-generating congestion from incidents and breakdowns through the availability of hard shoulders. In addition, the more positive prognosis for the existing bridge allows it to be used to carry public transport, pedestrians and cyclists. Initially the public transport corridor will be dedicated to buses and taxis but has the potential to be adapted to carry a Light Rapid Transport System, such as a tram, in the future.

Strategic Transport Projects Review (STPR)

60. The [Strategic Transport Projects Review](#), announced by Stewart Stevenson MSP, Minister for Transport, Infrastructure and Climate Change on 10 December 2008, sets out 29 investment priorities over the next 20 years which will be delivered subject to the transport allocation within future Spending Reviews and affordability. These investment priorities will contribute to the Scottish Government's Purpose of increased sustainable economic growth over the medium to long term.

61. The Forth Replacement Crossing remains the strategic transport priority for Scotland. Until it is open in 2016, it will be the priority for the Scottish Government's investment programme. Whilst this major development is underway, some other

projects, particularly rail improvements, will also be able to proceed. The first phase of the Edinburgh – Glasgow Improvements Programme (E-GIP) is being taken forward for delivery and new hourly fast services between Glasgow and Edinburgh have been introduced to the December 2009 timetable. Network Rail are working hard on the development of our plans for the Highland Mainline and the Aberdeen to Inverness Line.

REDUCED EMISSIONS

Background

62. Encouraging change in how we view and use transport is a key challenge in securing sustainable economic growth. It is also integral to securing a greener and healthier Scotland. [The Climate Change \(Scotland\) Act 2009](#) requires an 80% reduction in greenhouse gas emissions by 2050 and 42% by 2020.

63. The [Climate Change Delivery Plan](#) published in June 2009 sets out how Scotland's statutory climate change targets could be met. With regard to transport emissions this shows that almost complete decarbonisation of road transport will be required by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans. Significant decarbonisation of rail will also be required by 2050.

64. To that end, we aim to reduce the need to travel through the development planning process; and encourage the development and uptake of alternative low carbon technologies, including sustainable biofuels, and their supporting infrastructure, in addition to improving the efficiency of existing vehicle technologies. We also need to encourage more use of public transport by improving its quality and through the wider provision of effective travel planning information and car demand management measures. This has the additional benefit of reducing congestion whilst also improving air quality. The health benefits of increased walking and cycling are clear.

Achievements To Date

Bus and Freight Policy

65. Many of the measures in the Bus Action Plans, those delivered through the Freight Action Plan and measures identified and being taken forward through ScotFLAG will also make a significant contribution to a greener transport policy in the future.

Infrastructure

66. Enhancing Scotland's transport infrastructure can help open up new markets, increase access to employment and help build a critical mass of business that can drive up competitiveness and deliver growth. However, we need to do this in the most sustainable way. That is why when planning transport investment for the next generation to come, we adopted an investment hierarchy of: maintaining and safely operating existing assets; making better use of existing capacity; and targeted infrastructure improvements.

67. This is demonstrated through achievements such as the Stirling-Alloa-Kinross (SAK) rail link, which in 2008, reintroduced passenger services to Alloa for the first time since 1968. Patronage of SAK services has exceeded the initial forecast with around 400,000 journeys being taken in the first year of operation. A

passenger survey undertaken 4 months after the first services ran found that 35% of passengers had previously taken their journey by car.

68. New investment in infrastructure is still necessary to support our national economy. But when such schemes are being progressed, we are doing so in a way that seeks to minimise our carbon footprint and optimise public transport opportunities. For example, in constructing the Clackmannanshire Bridge, over 80% of the fill material came from secondary materials from on site and the local area and all excavated material from the site was reused.

Planning and Transport

69. The second National Planning Framework for Scotland (NPF2), published in June 2009, is a strategy for Scotland's development over the next 20 to 25 years. It highlights the importance of the relationship between transport and land use in helping achieve a shift from car-based travel to walking, cycling and public transport, and for goods, a shift from road to rail and water. It also identifies a number of key strategic infrastructure needs, including major transport projects.

70. A single, shorter consolidated [Scottish Planning Policy](#) was published in February 2010, replacing the former Scottish Planning Policy (SPP) series, including SPP 17: Planning for Transport. Rather than being a review of policy, this exercise has presented existing policy in a more succinct format. The NTS commitment to monitor the effectiveness of policy on planning and transport is carried out by the Planning and Transport Integration Group (PTIG) of the Scottish Government.

71. The review of the effectiveness of SPP17, published in February 2008, concluded that there was widespread support for, and understanding of, the policy but that this had yet to be effectively translated into successful implementation on the ground. The review made a series of recommendations on how implementation could be further supported. Key actions being progressed include recent publication of *Designing Streets*, a policy statement on street design in Scotland which should result in future residential streets being more attractive for pedestrians and cyclists. Transport appraisal guidance for development planning and management is also being prepared in consultation with stakeholders. This guidance will promote a proportionate but effective approach to transport appraisal, particularly in preparation of development plans.

72. In addition, the Forth Replacement Crossing project includes the provision of a dedicated multi-modal corridor giving priority to public transport and the opportunity to introduce light rapid transit between Edinburgh and Fife in the future.

Sustainable Transport

73. The Scottish Government consulted on potential uptake targets for low carbon vehicles and associated measures during 2009. The analysis of this report has been [published](#).

74. The Smarter Choices, Smarter Places demonstration programme aims will evaluate methods of reducing car dependency and improving local health outcomes in seven project communities (Barrhead, Dumfries, Dundee, Glasgow East End, Kirkintilloch/Lenzie, Kirkwall, Larbert/Stenhousemuir). The promotional and behaviour change campaigns in each area started in May 2009 following a period of baseline monitoring and infrastructure improvement.

Medium Term Commitments

Active Travel (walking and cycling)

75. The Scottish Government is funding Sustrans to complete the National Cycle Network and critical links from this network to destinations such as schools, workplaces and community facilities. Sustrans is also focussing on areas of multiple deprivation to ensure that we do not widen the inequalities gap. Sustrans is producing marketing and information packs on new and enhanced routes to ensure that communities are aware of any new infrastructure. Sustrans now undertakes an annual 'hands up' survey in schools to determine the numbers of children walking and cycling to school.

76. On the trunk road network, Transport Scotland is continuing to provide cycling facilities for the NCN. Substantial progress is being made on the Oban to Inverness section of the NCN. Construction of the new 2.4km segregated A1 Skateraw to Bilsdean cycleway was completed on the 11 September 2009, completing the NCN Route 76 coastal route between Edinburgh and Berwick-Upon-Tweed.

77. In addition and in accordance with the current Trunk Road Cycling Initiative, the Agency is developing cycling and walking facilities along with or in parallel to much of the trunk road network on traffic free paths, as all trunk road improvements now include provision for cycling and walking where no suitable parallel links exist on quieter roads. Examples include the A9, M74 and M77 cycleways. Major efforts are also underway to connect suitable neighbouring towns and villages on the Trunk Road Network through the provision of community links. The Glencoe to Ballachulish Community Link is currently under construction, scheduled to complete in early May 2010.

78. Comprehensive design guidance, to be published through an updated 'Cycling by Design' (Scotland's national design guidance on the development and implementation of cycleways) will be published on Transport Scotland's website in 2010 in parallel with the Cycling Action Plan for Scotland (CAPS). It is intended that CAPS will include an updated Trunk Road Cycling Initiative.

79. We will be considering opportunities with Transport Scotland in the next rail franchise agreement to further integrate rail and bikes through the potential provision of enhanced cycle parking and facilities at railway stations.

80. We continue to fund Cycling Scotland to improve cycle training for children, to provide technical training for professionals and decision makers, to run campaigns and events such as Bike Week and Pedal for Scotland.

81. We will also continue to encourage public bodies to meet Cycling Scotland's criteria to become a cycle friendly employer and schools to become a Cycle Friendly School. We are funding the Bike Station for 3 years to operate 'Build Your Own Bike' courses to help young people develop skills and confidence. The "BYOB" course has been extremely popular and is running at capacity.

Biofuels and New Technologies

82. The Gallagher Review (indirect impacts of Biofuels) published its findings in summer 2008. The UK Government held a consultation on a range of issues related to the operation of the Renewable Transport Fuel Obligation from October to December 2008. This included the recommendations which emerged from the Gallagher Review.

83. The Scottish Government, while committed to supporting the development of a range of alternative fuels believes that support for alternative fuels has to be balanced with the knowledge that some biofuel production results from land-use change and contributes to food scarcity, increased food prices, habitat destruction and even increased carbon emissions from destruction of peatlands and rainforest which are natural carbon sinks. However there is potential for newer second generation biofuels made from organic waste e.g. from forestry and agriculture, which are currently being researched, developed and demonstrated, to make a contribution to the reduction of emissions from transport.

84. In addition to biofuels, other fuel technologies e.g. electric vehicles have the potential to break our reliance on fossil fuels. The Scottish Government consulted on targets and associated measures for low carbon vehicles in 2009. We are currently developing a £2m low carbon vehicle procurement support package for public bodies for introduction in 2010/11.

85. We are developing a financial support package for car clubs in Scotland. £200k will be made available in 2010/11 to support the development of car clubs in rural and urban areas. Evidence shows that car clubs are cost effective in reducing transport emissions, as well as providing low cost options for households who do not own cars. This will be in part based on work that TRANSform Scotland is taking forward on car clubs.

Ferries

86. A special hull coating has been applied to two NorthLink Ferries, the Hjaltdland and Hrossey, which operate to the Northern Isles of Orkney and Shetland. The coating helps to keep the hulls of the vessels clean by preventing the build-up of organisms, resulting in less friction and drag through the water, meaning that less fuel is burned. The coating also helps to protect the hulls, meaning less wear and tear and a reduction in hull maintenance costs.

87. The manufacturer claims that the coating will reduce fuel costs by about 9% pa and if less fuel is burned, then this will also reduce harmful emissions as a further benefit. Longer term, the Government, along with Caledonian Maritime Assets Ltd

and the ferry companies, are looking at developments in cleaner engine technology for use on any new ferries ordered.

Infrastructure

88. A Sustainability Review is being undertaken to identify where policies, practices and systems can be improved to help Transport Scotland adopt more sustainable practices in its project development and asset management functions. The review covers the key stages of the delivery cycle with a specific focus on design, construction, procurement and maintenance.

89. Early work has commenced in a number of areas focusing on design briefs, knowledge management, resources assessment at design stage, and addressing barriers to innovation in materials.

90. A Carbon Management System (CMS) has been developed to provide a robust and transparent means of calculating and reporting on Transport Scotland's carbon emissions, including those directly procured from its supply chain. The CMS tool has been piloted on a number of road maintenance schemes, and other parts of the agency's carbon footprint, to test the viability of the tool. Recommendations for its implementation across the agency will be made in May 2010, with a view to rolling out the use of CMS across all parts of the agency's work in the near future.

Rail

91. The Edinburgh to Glasgow Improvements Programme will provide an upgrade to Central Scotland's transport links with the delivery of improved rail connections between Edinburgh and Glasgow providing more, faster services running more frequently with increased capacity. Electrification will unlock the potential for a cleaner and quieter railway which produces lower carbon emissions and is less expensive to operate.

92. Transport Scotland is developing a rail freight policy framework that aims to encourage increased modal shift to rail for freight, from less sustainable modes. A consultation exercise, carried out in November and December 2009, asked stakeholders for their views on the barriers to, and opportunities for, modal shift to rail. Work to develop the framework for rail freight policy will continue through 2010. This will help inform rail investment decisions in future, and will contribute to the planning of High Level Output Specifications for Control Period 6 (2014-2019) and beyond.

Sustainable Transport

93. The two year funding for RTPs for sustainable travel projects ended in March 2010. Public and private sector organisations are being encouraged to implement travel plans and associated measures to help deliver on the Scottish Climate Change legislation. The Scottish Government has developed and launched an [online resource centre](#) for organisations and travel plan practitioners. The site has been expanded to include case studies and a forum. A travel plan monitoring tool

has been added to the site to help travel plan practitioners to monitor outputs as well as outcomes of their travel plans.

94. Increased funding to the Energy Savings Trust (£1.6m in 2010/11) continues to help provide free site specific advice for travel plans and green fleet reviews in the public and private sectors. In addition, in January 2009 the Energy Saving Trust launched its eco-driving campaign targeting over 1 million Scottish motorists. The Energy Saving Trust is also providing advice and support to consumers and organisations on the purchase of low carbon vehicles and 'best in class' vehicles.

95. The Smarter Choices Smarter Places Programme extends from 2008 until 2011. This partnership project with COSLA is being funded by Transport, Health and Greener Scotland, with match funding in years 2 and 3 from participating local authorities and other local sources. Participating authorities are implementing and testing intensive sustainable transport measures including improvements to walking, cycling and public transport facilities as well as personal travel planning, promotional campaigns and a wide range of other Smart measures.

IMPROVED QUALITY, ACCESSIBILITY AND AFFORDABILITY

Background

96. We aim to provide the opportunities – and incentives - for all to contribute to Scotland's sustainable economic growth. We will seek to maximise the opportunities for employment, business, leisure and tourism and to provide sustainable, integrated and cost effective public transport alternatives to the private car, connecting people, places and work across Scotland thus contributing to the cohesion golden rule to reduce the disparity between the regions of Scotland.

Achievements to date

97. A number of the commitments set out in the NTS have already been completed:

- the Toll Impact Review of the Tay and Forth Road Bridges has now been published and tolls have been removed; and
- a National concessionary travel scheme for young people has now been introduced.

Medium Term Commitments

Accessibility Planning

98. We encourage local authorities to consider whether accessibility planning will help them to create a clear picture of key issues and objectives in their respective areas – we will make relevant accessibility planning tools available to regional transport partnerships and local authorities on request.

Concessionary Fares

99. A major review of the concessionary fares scheme for older and disabled people, considering a wide range of issues – eligibility, delivery, funding and legislation, [published](#) findings and recommendations in May 2009. Stakeholders including bus operators, disability groups and older people's representative bodies were consulted.

100. The review led to changes being made to the scheme, including extending, from April 2011, the eligibility criteria to include HM Service Personnel and Veterans under the age of 60 who were seriously injured in service and resident in Scotland. The review also recommended an independent led examination of the reimbursement rate to ensure that bus operators are no better and no worse off from taking part in the scheme. This has resulted in an agreement with operators to reduce the reimbursement rate for every concessionary fares passenger they carry to 67% of the average adult single fare, making the scheme more sustainable.

Demand Responsive Transport

101. We have transferred responsibility and funding for the provision of demand responsive transport (DRT) services to local authorities. We will continue to encourage local authorities to ensure that the provision of DRT services is appropriate to their areas and to work with the Scottish Ambulance Service and Health Boards to improve the co-ordination of DRT services in relation to health care.

Lifeline Services

102. We recognise that for our remotest communities air services provide an essential component of the transport network – allowing quicker and more direct access to and from Scotland's main population centres. We will continue to invest in the airport infrastructure provided through the Highlands and Islands network, and continue to support our Air Discount Scheme – which makes air services more affordable for the residents of our remotest communities – and our 3 Public Service Obligation air services – services which could not be provided commercially. By improving accessibility we are opening up more opportunities for economic growth, inward investment and inward migration throughout the Highlands and Islands.

103. In addition, we will continue to fund lifeline ferry services to Scotland's island and peninsular communities in recognition of the central importance of the ferry services to the long-term sustainability of our island communities. The Ferries Review will inform our long term strategy for lifeline ferry services in Scotland and influence the next round of procurement of ferry services and supporting infrastructure.

Rail Accessibility

104. Enhancements to station infrastructure throughout the rail network will be delivered to provide disabled people with greater opportunity to use passenger services across Scotland. All new build and re-development of stations are DDA compliant. A programme of work to make existing stations step free and fully accessible is being delivered by Transport Scotland on behalf of the Department for Transport and access improvements are also being delivered by ScotRail through the Franchise Agreement. Infrastructure improvements designed for disabled people also benefit other passengers such as people pushing prams and those carrying heavy luggage which should enhance the overall travel experience.

Roads for All

105. Transport Scotland has been taking forward the Trunk Road Action Plan 'Roads for All' (published Dec 2006) as part of Scottish Government's Disability Equality Duty. Progress with 'Roads for All' to date, includes the establishment of the fully inclusive Roads for All Forum to guide and monitor progress with the Trunk Road Action Plan, and full accessibility audit of the trunk road network.

106. Work currently being progressed includes: the prioritisation of works to remove barriers and improve the accessibility of the trunk road network; the development and publication of the 'Good Practice Guide' for roads; inclusive design

training for Transport Scotland engineering staff, consultants, contractors and local authority staff through SCOTS; the development of future inclusive rural transport corridor/public transport hub requirements; and the development of future inclusive controlled crossings design with disabled people representatives, police, local roads authorities and DfT.

107. Furthermore, a National 'Roads For All' conference will be held on 8 June 2010 in Glasgow.

Travel Information

108. We review, on a regular basis, the progress made in ensuring that Transport Direct and Traveline Scotland provide information appropriate to the needs of different groups, including commuters and visitors.

Longer Term Commitments

Integrated Ticketing

109. The Scottish Government considers that an efficient transport system is one of the key enablers for enhancing productivity and delivering faster, more sustainable growth. A key transport objective is to provide sustainable public transport alternatives to the private car - connecting people, places, and work, across Scotland.

110. To reflect this, the Scottish Government is developing a national framework for the delivery of smart and integrated ticketing, to make public transport more accessible, easier to use, and an attractive alternative to the car.

111. We recognise the importance of the journey experience to visitors as well as commuters. Smart and integrated ticketing can deliver benefits for passengers, for operators and for government.

112. The Scottish Government has invested in smart technology and equipment that is now 90% rolled out across the Scottish bus fleet, in order to help us run our concessionary fares schemes effectively. This equipment also provides a platform for smartcard based integrated ticketing across modes and for all passengers. We are exploring the opportunities for that now.

113. A key delivery milestone is undoubtedly the 2014 Commonwealth Games and we have a strong focus on determining, alongside our key partners (SPT, Glasgow City Council, the 2014 Commonwealth Games organising committee, and key transport operators) what we could beneficially put in place to improve the experience of the Games, whilst leaving a lasting legacy of an improved transport system.

114. We are exploring the costs and benefits of different business models, including different technology options. Our preferred approach is to continue to support investment in interoperable systems. We will be completing this mutual work

during May 2010 and, collectively with our partners, discussing at that point the best way to proceed.

MONITORING AND REVIEWING THE NATIONAL TRANSPORT STRATEGY

Carbon Account for Transport

115. The Carbon Account for Transport (CAT) is to be used as a tool to monitor and review progress towards the NTS strategic outcome of 'reduced emissions'. Although renamed to give a clearer illustration of its purpose, it fulfils the NTS commitment of presenting a 'carbon balance sheet' for transport.
116. The CAT shows the level of greenhouse gas emissions of the Scottish transport sector over time. It explains which transport sectors and sources are responsible for the greatest proportion of emissions, and how this distribution is changing. In doing so, it also highlights which transport policies/projects are expected to have the most significant influence on changes in emission levels. Measures are split between infrastructure projects and fiscal policy/regulatory measures.
117. This approach is transparent and open, demonstrating to stakeholders the impact of transport policies on the environment to a greater extent than simply focusing on traffic growth. It should also help ensure that the Scottish Government systematically considers the carbon emission implications of all future transport policies.
118. The CAT was first published in August 2009, with the acknowledgement that a second version, incorporating updated greenhouse gas emissions data, would be subsequently released in early 2010. For the 2010 edition, we have continued to develop both the format and content of the document. Future updates will be released as new data becomes available.

Indicators

119. We will report on a range of monitoring indicators in reviews of the strategy. The NTS, when published, set out a number of such indicators grouped around the 3 strategic outcomes. We have, in association with our transport analytical services team, developed those indicators and in our first formal review of the strategy in 2010, we will monitor progress using the indicators set out below:

Improved Journey Times and Connections

Indicator	Source
Congestion – percentage of car/van driver journeys said to be delayed by traffic	Scottish Household Survey Travel Diary
Congestion - measure of time lost on trunk roads due to congestion	Transport Scotland
Number of international routes from Scottish Airports	
Users' perceptions of the punctuality of bus and train services	Scottish Household Survey

Indicator	Source
Detailed road casualty figures	STATS 19 returns
ScotRail train-kilometres	Office of Rail Regulation
Local bus service vehicle-kilometres	DfT (survey of Public Service Vehicle Operators)

Reduced Emissions

Indicator	Source
Carbon dioxide equivalent emissions from the transport sector	National Atmospheric Emissions Inventory
Modal shares of (adults') journeys – walking, cycling, bus, rail, private car etc, (percentages of all journeys reported)	Scottish Household Survey

Improved Quality, Accessibility and Affordability

Indicator	Source
Passenger numbers: buses, rail, lifeline airports, lifeline ferries	
Access to key services – measures based on estimates of both 'drive times' and 'public transport times' to education, health, employment and leisure	Scottish Index of Multiple Deprivation
Index of local bus fares, compared with index of average earnings (for Scotland and in real terms)	Derived from ONS Price Index data
Index of ScotRail rail fares, compared with index of average earnings	Derived from ONS Price Index data
Views of users and non-users of bus and rail services	Scottish Household Survey

120. We will develop and include further indicators in reviews of the NTS as appropriate.