

## National Transport Strategy Refresh – Table of Delivery Against 2006 NTS Commitments

This table records the Scottish Government's delivery against the National Transport Strategy (NTS) commitments made in 2006.

Strategic Outcome	Key Commitments	Status (Ongoing/ Complete)	Comments
Improved journey times and connections	Take forward the Strategic Transport Projects Review based on key Strategic outcomes for NTS to enhance Scotland's strategic transport network	Ongoing	<p>The recommendations of the Strategic Transport Projects Review sets out 29 investment priorities over the period to 2032 which will be delivered subject to the transport allocation within future Spending Reviews and affordability.</p> <p>The prioritisation of the construction of the Forth Replacement Crossing for our investment programme to ensure this vital link is maintained is being taken forward in terms of the available funding until it opens in 2016.</p> <p>The first phase of the Edinburgh to Glasgow Improvements Programme (EGIP) is being taken forward for delivery. Progress on the development of our plans for the Highland Main Line and the Aberdeen to Inverness Line is also underway.</p> <p>In addition to these major projects, there is a clear commitment within the Infrastructure Investment Plan to complete the dualling of the A9 between Perth and Inverness by 2025 and to dual the A96 between Aberdeen and Inverness by 2030.</p> <p>Transport Scotland (TS) are continuing to work with partners and stakeholders to take forward the development and design of the other 25 recommendations such as the A96 Inveramsay Bridge Improvement Works, the A737 Dalry Bypass and the A77 Maybole Bypass.</p> <p>The refreshed NTS recommends a review of STPR in conjunction with a review of NTS</p>
	Publish a Trunk Road Asset Management Plan	Complete	<p>The Trunk Road RAMP was published in 2007 with an updated one to be published late 2015 / early 2016: <a href="http://www.transportscotland.gov.uk/report/j9061-00.htm">http://www.transportscotland.gov.uk/report/j9061-00.htm</a></p>

Improved journey times and connections	Publish our Bus Action Plan (BAP)	Complete	The BAP was published and the actions in it delivered. The work of the Bus Stakeholder Group, which was set up after the BAP implementation concluded, continues. The Bus Action Plan was published in December 2006. A steering group was set up to consider how best the 17 actions in the BAP should be delivered and was composed of regulators, public sector representatives and bus operators. In June 2010 it was accepted that the actions had been delivered and the steering group was wound up. A Bus Stakeholder Group was then proposed to help take forward bus policy development and implementation.
	Publish the 2006 toll impact review of Tay & Forth Road bridges	Complete	Published in August 2007: <a href="http://www.gov.scot/Resource/Doc/87965/0052406.pdf">http://www.gov.scot/Resource/Doc/87965/0052406.pdf</a>
	Develop initiatives targeting children from disadvantaged areas who are at greater risk of Road Traffic Accidents	Ongoing	<p>Scotland's Road Safety Framework to 2020 contains a commitment to investigate the links between road safety and disadvantaged children and those in ethnic minority groups and implement agreed action. Available research on disadvantaged children shows that the higher risk to road traffic accidents is as a result of the physical environment rather than social or educational factors. Reducing speed in urban areas where vulnerable children are at risk is also key and that is why we published new 20 mph guidance in 2015, designed to make 20 mph speed limits more commonplace.</p> <p>In terms of ethnic minorities Road Safety Scotland publish leaflets aimed at foreign tourists and migrant workers who are driving in Scotland.</p>
	Work with local authorities to ensure that, where appropriate, all Scottish Schools are covered by a 20mph zone by 2008	Complete	Grants were available to councils from the Scottish Government (SG) to apply 20 mph limits around schools. The scheme closed in 2007 and a total of 2226 20 mph, mostly mandatory part time limits had been implemented across the local authorities to varying degrees.

Improved journey times and connections	Investigate funding options that would encourage innovation in tackling congestion on the local road network across Scotland	Ongoing	A National Road Maintenance Review was completed in 2012. This review, which involved all those responsible for roads in Scotland, focussed on exploring what could be done to improve efficiency within available maintenance budgets, and identifying opportunities for innovation, collaborative working and shared services. A Roads Collaboration Programme, jointly funded by national and local government, is in place to explore opportunities to share services and capacity in order to facilitate change and ensure a resilient and sustainable roads service for Scotland.
	Publish Scotland's Freight Action Plan	Complete	<p>The Freight Action Plan was published in December 2006:  <a href="http://www.gov.scot/Publications/2006/11/16153148/0">http://www.gov.scot/Publications/2006/11/16153148/0</a></p> <p>A steering group was set up to oversee the delivery of the 20 actions contained in FAP. The Steering Group signed off the actions in August 2009, following publication of the FAP Delivery Report link to which can be found here: <a href="http://www.transportscotland.gov.uk/road/freight/freight-publications">http://www.transportscotland.gov.uk/road/freight/freight-publications</a></p> <p>A new freight stakeholder group, ScotFLAG, was then set up which meets on a regular basis, and has considered policies and priorities for freight since. It has also progressed specific projects.</p>
	Work with the UK Government to investigate the potential value of high speed rail links to London and on to Europe to enhance connections with our Global networks	Ongoing	<p>The Scottish and UK Governments share aspirations for better journey times and connections to Scotland, and have both signed up to achieving a 3 hour journey time between London and Edinburgh and Glasgow.</p> <p>HS2 Ltd are currently working on a broad options study with the aim of identifying options that can achieve a journey time of not more than 3 hours between London and Edinburgh and Glasgow, including high speed rail, network improvements and rail upgrades.</p> <p>This work is expected to complete by the end of 2015, with an announcement on next steps to follow in early 2016.</p>
	Continue to work with the UK Government on proposals for a UK based road pricing scheme to manage demand on the network	Complete	The Scottish Government has no plans to introduce road user charging. Our vision is to work to develop low carbon vehicle technology, promote active travel choices and encourage a shift to public transport, while ensuring our road network is as efficient as possible.

Improved journey times and connections	Invest £10m in the next two years to tackle congestion from the School Run	Ongoing	<p>A range of innovative, safer and sustainable alternative ways of getting to and from school have been developed to tackle congestion from the school run including improving access and safety through safer routes to schools, introducing more 20 mph zones and/or vehicle free zones around schools and setting up more 'walking buses' and 'walk once a week' initiatives.</p> <p>TS will continue to provide capital grant funding to local authorities through the Cycling, Walking and Safer Streets funding to support sustainable and active travel.</p> <p>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. In addition, in June 2015, Scottish ministers announced their intention to undertake a review of school travel choices, to inform the development of a new package of policies to help tackle the school run.</p> <p>A research project is currently out to tender which aims to inform the development of an integrated package of policies designed to reduce the proportion of journeys to school made by car, increase the proportion made by active forms of travel and, consequently, the impact of the "school run" on health and the environment.</p>
	Deliver the current capital investment programme of improvement to both trunk road and rail networks to 2012	Complete	<p>From 2006 to 2012 TS delivered 23 schemes on the motorway and trunk road programme, including:</p> <ul style="list-style-type: none"> <li>• M74 completion</li> <li>• M80 Stepps to Haggs</li> <li>• Clackmannanshire Bridge</li> <li>• Dalkeith Bypass</li> <li>• Harthill Footbridge</li> <li>• Overtaking improvements across the network</li> </ul> <p>From 2006 to 2012, TS capital investment in rail delivered improvements including:</p> <ul style="list-style-type: none"> <li>• A new, fourth rail route between Edinburgh and Glasgow, via Airdrie and Bathgate, with three new stations at Armadale, Blackridge and Caldercruix.</li> <li>• Two additional stations at Alloa and Laurencekirk.</li> <li>• A new rail freight link between Stirling, Alloa and Kincardie and freight gauge enhancement between Mossend and Elgin.</li> </ul>
	Publish Scotland's Railways	Complete	<p>Scotland's Railways was published in 2007:</p> <p><a href="http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Rail/i8034.pdf">http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Rail/i8034.pdf</a></p>

Reduced Emissions	Work with the UK Government to deliver the biofuels target by 2010 and beyond	Ongoing	<p>The 2009 Renewable Energy Directive (RED) sets a target of 15% of the UK's energy consumption coming from renewable sources by 2020. As RED set new sustainability criteria for renewable transport fuel obligation (RTFO) certification the UK RTFO process was brought in line with RED from 15 December 2011. Transport is a component of the RED target but there is not a specific transport target within the overall percentage.</p> <p>Currently renewable fuels account for 3.29% of UK road fuel use while the target is 4.75%. The bus service operators grant (BSOG) has included an incentive for the use of sustainable biodiesel since 2010.</p>
	Promote SMART measures on all journeys, focusing especially on the commute to work through developing travel awareness and marketing campaigns	Ongoing	<p>The Smarter Choices, Smarter Places (SCSP) projects in partnership with COSLA, in communities across Scotland are illustrating the type of actions that can be implemented at a local level to encourage people out of their cars and onto public transport, walking and cycling. In 2015-16 Scottish ministers have allocated a further £5m revenue funding to a new SCSP programme. In addition, we continue to fund the Energy Savings Trust to promote sustainable travel to businesses throughout Scotland, including staff travel planning and fuel efficient driving.</p>
	Explore with key partners sustainable travel demonstration towns across Scotland to reduce car use and promote cycling and walking	Complete	<p>In August 2008 7 towns were chosen to participate in the SCSP Pilot Programme from 2008-09 to 2011-12 – receiving grant funding of £16m. In 2015-16 an additional £5m revenue funding was allocated to the SCSP programme to enable all local authorities who wished to participate to undertake local travel behaviour change initiatives.</p>
	Support Sustrans to complete the National Cycle Network	Ongoing	<p>Since 2011 TS have supported Sustrans to add 215 miles to the National Cycle Network. In addition, since its launch in 2011 the Community Links Programme has funded an additional 190km of walking and cycling paths throughout the country.</p>

Reduced Emissions	Undertake a Scottish specific appraisal of the potential carbon savings of stricter adherence to national speed limits on trunk roads and motorways	Complete	TS developed a model that can estimate carbon savings from speed limit changes. It was never developed into a full appraisal but it is a tool that has been tested.
	Promote and encouraging new vehicle technologies	Ongoing.	<p>TS are reviewing Scottish Green Bus Fund, introduced in 2010 to incentivise the purchase of low carbon vehicles by funding a proportion of the difference in costs between an LCV and it diesel equivalent, and incentives in BSOG to see how green buses can be incentivised most effectively.</p> <p>A range of activities are being undertaken, aimed at accelerating the widespread adoption of low emission vehicles, many of these are set out in Switched On Scotland. TS published Switched On Scotland – A Roadmap to Widespread Adoption of Plug-in Vehicles in 2013. This makes clear our commitment to free Scotland's towns, cities and communities from the damaging emissions from petrol and diesel fuelled vehicles by 2060.</p> <p>Since 2010 the Scottish Government has invested in the development of the ChargePlace Scotland network of plug-in vehicle charge points. The ChargePlace Scotland network now comprises over 500 charge points across Scotland. TS are also providing analysis and grant funding to enable public sector bodies to introduce plug-in vehicles into their fleets. We are also supporting the early deployment of hydrogen fuel cell vehicles and refuelling infrastructure in Aberdeen and Fife. Work is underway with partners to develop a hydrogen roadmap, scheduled for publication in 2016.</p>

Reduced Emissions	Support sustainable distribution strategies through the Scottish Road Haulage Modernisation Fund	Complete/ Ongoing	<p>The Scottish Road Haulage Modernisation Fund ran from 2002 to 2007.</p> <p><a href="http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Road/Scottish_Road_haulage_Modernisation_Fund_Evaluation_Report.pdf">http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Road/Scottish_Road_haulage_Modernisation_Fund_Evaluation_Report.pdf</a></p> <p>During that time, it supported the development and delivery of Safe And Fuel Efficient Driving (SAFED) training for HGV and Van drivers in Scotland. These schemes have since been commercialised.</p> <p>The Freight Best Practice Scotland was introduced in 2008 and delivered a range of pocket guides, case studies and tool kits for industry aimed at improving efficiency and reducing fuel consumption. Work on identifying opportunities for increasing sustainability of freight movements is now taken forward in partnership across the public and private sectors through ScotFLAG. TS also continue to operate the freight mode shift grant schemes.</p>
Improved quality, accessibility & affordability	Expand funding for DRT beyond the current pilots to enable expansion of the flexible services available	Complete	This was delivered on time across bus, rail and ferry in January 2007 and smartcards were later rolled out to 16-18 year olds.
	Deliver our existing concessionary travel scheme for older and disabled people and review after two years	Complete	<p><a href="http://www.transportscotland.gov.uk/report/review-scotland-wide-free-bus-travel-scheme-older-and-disabled-people-5274">http://www.transportscotland.gov.uk/report/review-scotland-wide-free-bus-travel-scheme-older-and-disabled-people-5274</a></p> <p>TS have an agreement with CPT to review the reimbursement model in 2016-17.</p>
	Support lifeline airports and air services	Ongoing	We continue to resource Highlands and Islands Airports Limited (HIAL) and are funding extension of Public Service Obligation services from Barra, Campbeltown and Tiree through to October 2019. Two new aircraft were purchased in 2015 by the SG for this purpose.
	Support the Air Discount Scheme	Ongoing	The Air Discount Scheme was introduced under the European Commission Aid of Social Charter Mechanism. Its main aim is to make air services affordable for remote communities in the Highlands & Islands and facilitate accessibility and social inclusion by providing a discount on the core air fare on certain eligible routes. The scheme has been extended to April 2019.

Improved quality, accessibility & affordability	Expand funding for DRT beyond the current pilots to enable expansion of the flexible services available	Complete	Since 2012 fully flexible community bus services provided for the general public may be registered with the Traffic Commissioner and become eligible services under the National Concessionary Bus Travel Scheme. Demand Responsive Transport pilots finished and the programme has not been extended.
	Use quality Contracts (QCs) and Quality Partnerships (QPs) to enhance safety on public transport	Ongoing	TS are currently looking at the legislation and guidance on QCs and QPs to see if it can be improved in the light of low take up by local authorities. Guidance on the use and content of statutory Quality Partnerships (sQPs) was produced by TS and published on its website on 30 June 2009.  There are currently four sQPs in Scotland including Ayr, Glasgow, Renfrew and Inverclyde. The Glasgow Streamline sQP includes specified standards which relate to customer comfort and safety. There are currently no QCs anywhere in the UK.
	Undertake a review of ferry services with a view to developing a long-term strategy for lifeline services to 2025	Complete	Publication of the Ferries Plan was in 2012:  <a href="http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Water/Scottish%20Ferries%20Plan%202013-2022.pdf">http://www.transportscotland.gov.uk/system/files/uploaded_content/documents/tsc_basic_pages/Water/Scottish%20Ferries%20Plan%202013-2022.pdf</a>
	Review the affordability of public transport in relation to ferry, rail and bus services	Ongoing	The Scottish Government subsidises bus operations through BSOG, funds the National Concessionary Bus Travel schemes, the Air Discount Scheme (offering from 1 January 2016 a 50% discount on air fares for travellers from remote communities), Road Equivalent Tariff on ferries routes on the Clyde and Hebrides Network, and regulates some ScotRail rail fares (The affordability of rail investment is considered as part of the industry's Periodic Review process, every five years. The current rail investment period commenced in 2014).
	Amend the legislation on Bus Service Operators grant (BSOG) to allow claims to be made in respect of fully flexible services	Complete	Legislation enabling fully flexible services is available to the general public to register a local bus service and to be entitled to claim BSOG came into force in April 2012.



Improved quality, accessibility & affordability	Publish our Bus Action Plan to help achieve a step change in quality of bus service provision	Complete	<p>The Bus Action Plan was published in December 2006. A steering group was set up to consider how best the 17 actions in the BAP should be delivered and was composed of regulators, public sector representatives and bus operators.</p> <p>In June 2010 it was accepted that the actions had been delivered and the steering group was wound up. Since then a Bus Stakeholder Group has been set up to help consider and take forward bus policy development and implementation.</p>
	Introduce integrated ticketing pilots to enhance the passenger journey	Ongoing	<p>A delivery strategy that focused on pilots was launched in Oct 2012. TS are managing a programme of work alongside willing partners – transport operators, local authorities and Regional Transport Partnerships.</p>