




review

ANNUAL REVIEW | 2012

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Cover:

CLASS 380 TRAIN
at Newton-on-Ayr
(Courtesy of ScotRail)



I am pleased to present the Transport Scotland Annual Review for 2011/12, reporting on some of our headline achievements over this period.

Transport has an important role to play in supporting our businesses and communities as well as connecting people across Scotland and beyond. The Scottish Government recognises this important role and has continued to make a substantial investment, with over £1.7 billion invested in transport projects and services over the year. Working in support of the Cabinet Secretary for Infrastructure and Capital Investment, Alex Neil MSP and the Minister for Housing and Transport, Keith Brown MSP, Transport Scotland are responsible for these projects and services that all help to deliver the Scottish Government's Purpose of increasing sustainable economic growth.

Progress continues on our road and rail projects, with the Forth Replacement Crossing, M8 M73 M74 Motorway Improvements and Edinburgh Glasgow Improvement Programme all pressing ahead. A range of other projects and work streams are highlighted in this Review including investment at the A83 Rest and Be Thankful, our Rail 2014 consultation, award of our Freight Facilities Grant and details of our Carbon Management Plan. We also announced funding for the modernisation of the Glasgow Subway and committed to support Glasgow's Fastlink scheme. These tasks, along with others, bring significant economic benefits and make a real difference to the people and businesses of Scotland.

We also work on a variety of policy issues. This year we made improvements to the Blue Badge scheme and modified terms on the Bus Service Operators Grant to encourage more sustainable operations. We are also working with a broad range of other bodies to encourage a move to low carbon transport and deliver on the Scottish Government's climate change policy.

In September 2011, Ministers announced that we would work in partnership with the City of Edinburgh Council to oversee the final delivery of the Edinburgh trams project.

And finally, an additional government funding package of £79 million was announced in February 2012 to help us deliver a range of new transport projects across Scotland.

Our Annual Report and Accounts will be published later this year and will include more detailed information on our activities during 2011/12.

David Middleton
Chief Executive, Transport Scotland

Below
David Middleton, Chief Executive (courtesy of Whitespace, Edinburgh)





Above Scrabster Port and Harbour (© Scrabster Harbour)

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Above Visual of the new M74 Raith Interchange which forms part of the M8 M73 M74 Motorway Improvements project
(© Crown copyright)

Left New A96 Fochabers and Mosstodloch Bypass
(© Crown copyright)

Construction of the **Forth Replacement Crossing (FRC)** began in 2011. The project remains on time and on budget for completion in 2016, with the Contact and Education Centre also progressing on schedule to be completed by autumn 2012.

The process for naming the new bridge was announced in March 2012. An advisory panel made up of independent civic, business and community representatives from across Scotland, will be established and responsible for gathering and assessing suggestions from members of the public. It is anticipated that the public vote and formal selection of the new name will take place in 2013.

In March 2012 the Official Journal of the European Union (OJEU) notice for the **M8 M73 M74 Motorway Improvements** was published. This signals the start of procurement and we are engaging with the construction industry seeking expressions of interest from companies wishing to tender. This new project



Above **Strengthening of the A92 Edenbank Bridge**
(courtesy of BEAR (Scotland) Ltd)

Right **Landslip at A83 Rest and Be Thankful** (© Crown copyright)



with an estimated construction cost of £415 million combines plans to upgrade the A8 Baillieston to Newhouse, complete the motorway between Glasgow and Edinburgh, improve the Raith Interchange and widen key sections of the M8, M73 and M74. The project is expected to shave up to 18 minutes off the journey time for around 115,000 vehicles on the busiest sections of the M8 per day.

The A83 trunk road at the **Rest and Be Thankful** in Argyll is an area prone to risk from landslips which can be triggered by periods of heavy rain. Since the landslips at the Rest and Be Thankful in 2007 and 2009, we have invested approximately £700,000 in prevention and

early warning systems and in February 2012 the Transport Minister, Keith Brown, announced further investment worth £1 million to develop additional contingencies and mitigation work to help deal with future landslips.

Transport Scotland completed essential repairs to the **A92 Edenbank Bridge** in October 2011 five weeks ahead of schedule. The repairs were required after a planned inspection found the structure could no longer carry modern traffic loads. The bridge was strengthened and refurbished to current standards, offering improved safety for central Fife trunk road users and ensuring Edenbank Bridge's future durability.

During the year, other significant milestones completed on time and on budget included:

- the **A9 Crubenmore** dual carriageway extension opened in September 2011
- the **M80 Steps to Haggs** project also opened in September 2011
- the new **A96 Fochabers and Mosstodloch Bypass** opened in January 2012

There are a range of other planned road projects that, along with those above, will help support businesses, communities and tourism.



In addition to the introduction of new **Edinburgh – Glasgow Improvement Programme (EGIP)** services Transport Scotland, in partnership with Network Rail, has delivered a number of key infrastructure improvements including the electrification at Haymarket Tunnel.

In January 2012 Network Rail announced a £55 million package of contract awards in respect of route clearance works in advance of the EGIP route electrification and the redevelopment of Haymarket Station.

The re-opened **Airdrie to Bathgate Rail Link** resulted in a large boost in passenger numbers along the route. Four trains per hour were introduced in May and usage figures at Armadale, Blackridge and Caldercruix are on target to meet their initial forecasts. ScotRail also increased services between Inverness and the central belt on the Highland mainline as well as Edinburgh – Dunbar and Glasgow – Dundee routes.

Through the Scottish Government’s **investment in rail services**, ScotRail provides around 2,300 train services every day in Scotland. In 2011/12 over 80 million passenger journeys were made, an increase of over 30% over the last eight years. ScotRail completed its commitment to Scottish Ministers to invest £40 million with around £20 million delivering **front-line passenger facilities** including new lifts at Haymarket, ticket office refurbishments, new toilets, platform shelters, customer help points and CCTV.

The £430 million invested in **new class 380 trains** has delivered around 7,500 extra seats on routes in Ayrshire, Inverclyde and Lothian. This has allowed a further cascade of existing rolling stock to provide additional capacity on peak services on routes in and out of Glasgow, delivering more than 1,100 extra seats.

A wide-ranging consultation into rail passenger services was carried out, the results of which will inform decisions on the next ScotRail franchise and future funding arrangements for Network Rail. The **Rail 2014 consultation** ran from November 2011 to February 2012 and involved meetings and events across the country. It generated considerable interest and over 1,200 responses were received.

Other significant milestones included:

- **Edinburgh – Glasgow Smartcard** customers now have the facility to purchase their ticket on-line via ScotRail’s website
- substantial completion of the **Paisley Corridor Improvements (PCI)** project in February 2012, with work ongoing to develop further service enhancements in the December 2012 timetable

- working together with First ScotRail and Network Rail to ensure they are better equipped to keep rail disruption to a minimum during **severe weather** and improve the communication flow to staff and customers, secured through a package of investment in excess of £2.2 million
- opening of the new steps and escalators at Edinburgh **Waverley Station** in January 2012, improving access for passengers with mobility impairments, prams and luggage
- work beginning on the **Highland Main Line Improvements Project** and in December 2011 the number of trains increased from nine to 11 per day
- working with Network Rail to deliver the **Borders Railway** project which will deliver major economic and social development opportunities and offer a fast and efficient railway that will be a real alternative to the road network

Top Left **Work on the Paisley Corridor Improvements project** (Courtesy of Network Rail)

Top Middle **New steps, escalators and canopy at Edinburgh Waverley Station** (Courtesy of Network Rail)

Top Right **An example of the polytunnel, to help de-ice trains during severe weather** (Courtesy of ScotRail)



Above The Falkirk Wheel, which links the Union Canal to the Forth and Clyde Canal (© British Waterways Scotland)



Above Top Construction on one of the hybrid ferries (© Andrew Flockhart, CMAL)

Above Bottom Our Draft Ferries Plan for Scotland was launched for consultation (MV Finlaggan photo – courtesy of Graham Wilson)

Ferguson Shipbuilders, Port Glasgow, were named in November 2011 as the preferred bidder for two new **hybrid ferries** for use on the Clyde and Hebrides network. These vessels, which will place Scotland at the forefront of low carbon maritime technology, are being built for Caledonian Maritime Assets Ltd, a company wholly owned by Scottish Ministers. Transport Scotland will be providing some £20 million in loans for the construction of the two vessels.

Two significant policy initiatives were announced in November and December. Firstly, plans for the **Road Equivalent Tariff (RET)** scheme for passengers and cars, including small commercial vehicles to become permanent in the Western Isles, Coll and Tiree, and for RET to be rolled out to other West Coast islands within the term of this Parliament. Secondly, the launch of the **Draft Ferries Plan for Scotland** for consultation. Over 2,050 responses were received and these are currently being analysed with a view to publishing the Final Ferries Plan later in 2012.

We undertook necessary preparatory work to enable **British Waterways** to operate on a self-standing basis in Scotland once its assets and functions in England and Wales transfer to a charity.

Close co-operation with British Waterways and the Department for Environment, Food and Rural Affairs was required during this work.

During the year we awarded two **Freight Facilities Grants** totalling £0.4 million to new water and rail freight facilities and provided £1.1 million to support a further 13 rail and water freight services which transfer freight from our roads.

We have continued to work with airlines and airport operators and with other Scottish Government agencies on the development of **direct international routes** to Scotland to foster inward investment, business and inbound tourism traffic.

We have begun the implementation of our **Carbon Management System** and have collected data on our corporate carbon emissions including business travel, utilities usage and supplier consumption.



Above Charging of an electric vehicle (© Crown copyright)

Right Opening of cycle path from Bridgeton Cross to Sir Chris Hoy Velodrome (© Devlin Photo)



As part of our **Carbon Management Plan**, our Green16 team have started various practical projects including office thermal comfort guidance, fuel-efficient driver training, staff training on low carbon behaviours, office lighting alteration, printer rationalisation and a new staff commute to work survey.

Our **Pavement Forum** has led a collaborative approach with industry to develop innovative methods of pavement construction for the Scottish Trunk Road network. Working together with other roads authorities, research organisations, practitioners and contractors, we have developed the specification for a new quieter, longer life, thin surfacing material called TS 2010.

We work jointly with other agencies and stakeholders to ensure we play our part in the protection and enhancement of the environment. Together with SEPA (Scottish Environment Protection Agency) and other partners we propose to develop this technical collaboration further during 2012. Engaging with the wider Scottish Government, we have contributed to the **Scottish Advisory and Implementation Forum for Flooding** (SAIFF) and flooding consultation.

On **Climate Change**, we have continued to develop our analysis and partnership working around the transport proposals contained in the Report on Policies and Proposals (RPP). We have also sponsored associated behaviour change and technology initiatives, including various projects to be supported by the new Future Transport Fund. In support of sustainability we have:

- invested in active travel, notably in national and local cycling infrastructure through partnership work with Sustrans and local authorities across Scotland, and continued to develop educational initiatives with Cycling Scotland, such as the **Bikeability Scotland** school cycle training programme and the local cyclist-awareness **Give Me Cycle Space** campaigns
- grant-funded the **Energy Saving Trust** (EST) to promote business uptake of 'smarter measures' such as fuel-efficient driving and to pilot a Low Carbon Transport Loan Fund offering interest-free funding for workplace travel plan measures
- funded **Carplus** to develop the car club network across Scotland
- provided further funding of just under £1 million to the communities participating in the **Smarter Choices, Smarter Places** programme, in order to deepen and broaden the practical initiatives delivered by the programme, particularly through identifying new travel behaviour change initiatives capable of being extended to neighbouring communities
- invested over £4 million on **electric vehicles** (EVs) and associated electric charging infrastructure as announced in October 2011 by Alex Neil, Cabinet Secretary for Infrastructure and Capital Investment. This follows a similar investment in 2010/11 and has led to Scotland's public services buying 270 low carbon vehicles; and the installation of over 300 charging points, rising to an anticipated 500 charging points on the network by the end of 2012/13, in homes, workplaces and in publicly accessible locations
- launched the **E-cosse partnership**, bringing together Transport Scotland with car manufacturers, power companies, local authorities and WWF Scotland to advance adoption of EVs
- provided £1.8 million for the second round of the **Scottish Green Bus Fund**, designed to part-fund the delivery of a further 26 new Low Carbon Vehicle (LCV) buses by March 2013 and to stimulate demand for green technology in Scotland

Finance

Provisional Out-turn 2011/12

	Final Out-turn Total 2010/11 £'000	Provisional Out-turn Total 2011/12¹ £'000
Administration		
Staff Costs	15,634	13,546
Other Administration Costs	5,427	4,774
Total Administration	21,061	18,320
Programme Costs		
Motorways and Trunk Roads	292,173	273,443
Rail Services in Scotland	674,019	709,252
Concessionary Travel	186,575	188,076
Rail-Major Public Projects	75,363	68,763
Ferry Services in Scotland	105,750	116,681
Air Services in Scotland	32,684	33,807
Bus Services in Scotland	62,932	60,728
Other Transport Programmes	96,573	88,197
Total Programme Costs	1,526,069	1,538,947
Net Operating Costs	1,547,130	1,557,267

Our provisional out-turn (unaudited) is within 2% of our budget, a clear indication of the rigorous control we exercise over the projects we deliver and of the priority we give to securing best value from the funds that we control.

¹ The full audited accounts will be available when published at www.transportscotland.gov.uk

Following the worst period of severe weather for over 30 years, and the coldest months in Scotland since records began, Transport Scotland's resilience team led **Exercise Polar Storm** in September 2011. The exercise, designed to test Scotland's winter plans, brought together over 200 delegates from the transport sector, emergency services and Local Authorities.

Transport Scotland's **Incident Management Summit** was held in Glasgow in March 2012. This marked the crucial first step in reducing closure times and the associated disruption that incidents cause to the trunk road network. The event identified opportunities for improvement and created a collaborative forum to track progress.

Transport Scotland led the project to install smart ticket machines on the entire Scottish bus fleet so key information on concessionary travel journeys could be captured. We can now apply enhanced validation and analytical techniques to reimbursement claims. In addition to significant financial savings, the outputs from this analysis, when combined with other intelligence, enables us to apply a robust **fraud strategy**. Recent publicity on our proactive anti-fraud measures will act as a further deterrent, as well as raising further public awareness and vigilance.

In April 2011 Transport Scotland selected Applied Card Technologies Limited (ACT) to implement its next generation '**ITSO HOPS**', a specialist ticketing transaction

service. ITSO HOPS is the 'back office' data processing system for the concessionary travel scheme. The service delivers enhanced performance and fraud prevention measures, together with innovative ticketing features to support Transport Scotland's progressive strategy.

In December 2011, the strategic road safety branch concluded a **review of speed limits** on all of our A class trunk roads. The review aims to ensure that speed limits are consistent, understood by drivers and appropriate for the environment and circumstances of use. We expect to publish the full outcomes on our website later on this year.

The Transport Scotland/SCOTS **Road Expo** event, held in November 2011, focussed on value for money, building efficiencies and operating in new and innovative ways. The conference also featured sessions on bridges, the National Road Maintenance Review, resilience, risk management and safety.

Due to the ongoing number of incidents on the **A898 Erskine Bridge**, proposals for an extension to the existing parapets

were investigated. After tests and trials of numerous options, the decision was made to replace the existing parapets with higher galvanised steel parapets. Work to install the new 2.4m curved pedestrian parapet is due to be completed in August 2012.

On **road safety**, Reported Road Casualty Statistics for 2010 show that Scotland again has the lowest road casualty figures since records began. Collaborative work to build on this downward trend will continue until 2020 under Scotland's Road Safety Framework. Transport Scotland made a number of road safety achievements:

- published a report about the **national debate on the safety of young drivers**, which calls for further evaluation of issues such as post-test training and graduated driver licensing
- supported the **UN Decade of Action for Road Safety** with an event under the banner of 'Junior Road Safety Officers (JRSO) All Together for Road Safety'. This won a Prince Michael of Kent international award



Left Singer Kathleen MacInnes introduces Gaelic Ziggy to children from Tollcross Primary School's Gaelic Medium Unit (© Crown copyright)

Top Installation of new higher parapet on the A898 Erskine Bridge (Courtesy of Amey/ Flint and Neill)

- updated our on-line educational resources by launching 'Get into Gear'. The resources support people who deliver Young Driver Interventions and SQA accredited awards. We also launched a website to accompany the **Ziggy** early years resource
- delivered two integrated social marketing road safety campaigns. Our **drink-driving campaign** linked to the police festive safety campaign and accompanied the extension of the vehicle forfeiture scheme. Our **rural roads campaign** featured in cinema, on TV and radio and on digital platforms with the core message: "If you don't have time to read the road, you don't have time to react"

The **Blue Badge** disabled parking reform introduced Independent Mobility Assessments that focused on the ability to walk rather than medical conditions. The national Blue Badge improvement Service (BBIS), introduced an online application form and new tamper-proof badges to the scheme. We have also hosted conferences to help practitioners adapt to the new systems.

On support for **public transport**, we made a number of achievements:

- modified the terms of the **Bus Service Operators Grant** to ensure the scheme rewards fuel-efficient operators, provides incentives for introducing LCVs and using sustainable biodiesel, and provides greater support for services operating in remote and rural areas
- in March 2012 we announced up to £246 million in capital funding to SPT for the modernisation of the **Glasgow Subway**, to provide an economic boon to Scotland's biggest city, link to other transport infrastructure improvements across Glasgow, and help contribute to the city's regeneration
- committed to support Glasgow's **Fastlink** scheme, a bus rapid transit link between Glasgow city centre and the new South Glasgow hospitals campus in Govan by providing funding of up to £40 million. The funding is designed to provide access to jobs, services and communities along this key development corridor

- promoted, and legislated for, the introduction of **civil enforcement of bus lane cameras**, to improve enforcement of bus lane contraventions, improve public transport journey times, encourage modal shift on to buses, and reduce local emissions
- worked with East Renfrewshire, South Ayrshire, East Ayrshire and Fife local authorities to progress towards **Decriminalised Parking Enforcement**; a scheme designed to enable local authorities to administer their own parking penalty schemes and to retain collected penalties. Those penalties will finance the schemes and fund general traffic management in their areas

Further copies of this document are available, on request, in audio and large print formats and in community languages (Urdu; Bengali; Gaelic; Hindi; Punjabi; Cantonese; Arabic; Polish).

اس دستاویز کی مزید کاپیاں آڈیو کیسیٹ پر اور بڑے حروف کی چھپائی میں اور کیوٹی کی زبانوں میں طلب کیے جانے پر دستیاب ہیں، برائے مہربانی اس پتے پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়ভাষাভাষার ভাষায় অনুরোধের মাধ্যমে পাওয়া যাবে, অনুগ্রহ করে যোগাযোগ করুন:

Gheibhear lethbhreacan a bharrachd ann an cruth ris an èistear, ann an clò mòr agus ann an cànanain coimhearsnachd. Cuir fios gu:

इस दस्तावेज़/कागज़ात की और प्रतियाँ, माँगे जाने पर, ऑडियो टैप पर और बड़े अक्षरों में तथा कम्प्यूनिटी भाषाओं में मिल सकती हैं, कृपया संपर्क करें:

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此文件有更多備份，如果需要，語音版本和大字體版本及少數種族語言版本也可提供，請聯絡：

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