




review

ANNUAL REVIEW | 2013 | AITHISG BHLIADHNAIL

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Cover:
**FOUNDATION WORKS ON THE
FORTH REPLACEMENT CROSSING**
(Courtesy of Robert McCulloch)



I am pleased to present the Transport Scotland Annual Review for 2012/13 reporting on some of our significant achievements over this period.

Transport is a vital feature of the Scottish Government's focus on increasing sustainable economic growth and this is recognised with the continued investment of over £1.9 billion in transport projects and services over the year. Transport underpins how Scotland works and performs and through the development of transport projects and policies we support our businesses, communities and services, connecting people across Scotland and beyond. We support the Deputy First Minister and Cabinet Secretary for Infrastructure, Investment and Cities, Nicola Sturgeon MSP, and the Minister for Transport and Veterans, Keith Brown MSP, in achieving the Scottish Government's Purpose.

This review will cover a selection of our achievements starting with progress on our roads with the Aberdeen Western Peripheral Route moving to procurement and construction phase, and details of the replacement Chartershall bridge, near Stirling. In rail, work continues on electrification of the network and moving with the times, over 50 trains were fitted with Wi-Fi enabling equipment. The first new hybrid vessel, MV Hallaig, was launched and Scottish Canals was established as a self-standing organisation. We continue to support the adoption of electric vehicles and work with stakeholders to decarbonise road transport. As an organisation we have refreshed our Carbon Management Plan with improved targets.

Other policy issues we have progressed on include facilitating the introduction of Decriminalised Parking Enforcement, launching our Smart Ticketing Delivery Strategy, and publishing our final Ferries Plan as well as our Modern Trust Ports for Scotland guidance document. This year our Road Safety Scotland team also developed a very successful country roads campaign, fronted by David Coulthard.

These projects, services and policies deliver real economic benefits to the people and businesses of Scotland and beyond.

Later in the year we will publish our Annual Report and Accounts that will include more detailed information of our 2012/13 activities and achievements.

David Middleton
Chief Executive, Transport Scotland

Below

David Middleton, Chief Executive (Courtesy of Ambrosius Baanders)





Above Replacement of the Chartershall Bridge across the M9 (© Crown copyright)

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Above Intelligent Transport System in operation on the Forth Replacement Crossing (Courtesy of Jacobs Arup Joint Venture)

Left Dualling on the A9 (© Crown copyright)

In June 2012 Ministers unveiled the programme for the £3 billion dualling of the A9 between Perth and Inverness with the first section expected to be shovel ready within the life of this Parliament.

We welcomed the unanimous Supreme Court ruling in October 2012 that allowed the **Aberdeen Western Peripheral Route (AWPR)** to finally move forward to the procurement and construction phases of the project. Ground investigation and advance preparatory work started on the ground almost immediately. In January 2013 an Industry day was attended by over 60 UK and European construction organisations interested in bidding for the combined **AWPR/Balmedie-Tipperty Non-Profit Distribution (NPD) contract**. When complete, the combined projects will provide a significant boost to the economy of the north east, creating over 14,000 jobs, as well as environmental and road safety benefits.

The **Forth Replacement Crossing Project** saw the Intelligent Transport System (ITS) come into operation in December 2012, creating a dedicated bus lane and variable speed limits which will be used during periods of congestion to smooth traffic flow, cut jams and make journey times more reliable. Over 7,600 unique suggestions were received for naming the new bridge with the winning name to be chosen in summer 2013.

The £2.2 million replacement of the **Chartershall Bridge** across the M9 that links several local communities in the Stirling area was completed on time and to budget. The original bridge was extensively damaged by a number of bridge strikes over

a period of years and was beyond repair. The works were completed with just three overnight closures of the M9 and the new bridge opened to traffic in November 2012.

The £13.2 million contract for **A9 Kessock Bridge Resurfacing and Barrier Replacement** was awarded. These essential repair works involve replacing the original 31 year old surfacing and repairing defects to the steel deck. The works include state of the art surfacing materials to provide a more durable and long lasting surfacing. Phase 1 started in February 2013.

Services commenced on 1 April 2013 under two new contracts that will ensure Scotland's trunk road network continues to be efficiently



Above **Aberdeen Western Peripheral Route ground investigation**
(Image by Raymond Besant)

Right **Testing of the emergency diversion route at the Rest and Be Thankful** (© Chris Watt)



managed. Under Transport Scotland's **4th Generation (4G) contracts** BEAR Scotland and Scotland TranServ have taken on responsibility for provision of maintenance services for the north west and south west units respectively. These contracts will further improve the delivery of trunk road maintenance operations in Scotland, including enhanced winter maintenance and improved journey information. Procurement is also now underway for the east contracts which will commence service on 1 April 2014.

Following closures of the A83 over recent years due to landslides at the **Rest and Be Thankful**, an emergency diversion route through the Glen Croe valley in Argyll was constructed. This work provides an alternative route should the A83 be closed at the Rest and Be Thankful due to a landslide. The existing 4.2 kilometre single track road was improved to allow the route to be used by all

classes of trunk road traffic. This offline work was carried out while further landslide mitigation measures were undertaken above the A83 trunk road itself.

The **National Roads Maintenance Review** explored how we could work more closely with local authorities and what could be learned from international road maintenance practices. The review concluded in July 2012 and implementation of the 30 initiatives identified has begun across all of Scotland's 33 roads authorities.

During the year other significant milestones include:

- the **upgraded M9 Junction 1a** opened in February 2013 as part of the Forth Replacement Crossing, two months ahead of schedule
- tenders for the £415 million **M8 M73 M74 Motorway** NPD contract got underway in June 2012
- the OJEU (Official Journal of the European Union) notice inviting expressions of interest to tender for the **A82 Crianlarich Bypass** was issued in February 2013
- £1.8 million contract to replace **Allt Chonoglais Bridge** at Bridge of Orchy started in August 2012 for 52 weeks. The scheme involves an innovative two way temporary bridge, removing the need for full time traffic signals during the works, resulting in no delay or disruption

Significant contracts awarded include:

- the £17 million **A75 Dunragit Bypass** contract
- the £10 million **A77 Symington to Bogend Toll** contract
- the £9 million **A75 Hardgrove** contract
- the £9.2 million **A82 Pulpit Rock** contract



In June 2012 the Scottish Ministers submitted their **High Level Output Specification (HLOS)** for the period 2014 to 2019 to the Office of Rail Regulation (ORR). This £5 billion package of investment secures the economic and social benefits of the ScotRail and Caledonian Sleeper franchised services and supports the delivery of a major programme of network enhancements. £140 million will be made available across separate industry funds to improve the capacity and capability of the network.

In December 2012, Scottish Ministers announced that the existing **ScotRail franchise** would continue until March 2015, securing substantial benefits to passengers. This has also allowed full consideration of the recommendations of the Brown and Laidlaw Reviews commissioned after the West Coast Main Line franchise procurement failure. Two franchises will be procured: a 15 year franchise for the Caledonian Sleeper and a 10 year ScotRail franchise with a 5 year review.

In February 2013, the Minister for Transport and Veterans announced continued support of up to £100,000 for the creation and development of **Community Rail Partnerships** in Scotland until March 2015.

Work on the **Borders Railway** is now fully underway following the formal transfer of the delivery role to Network Rail in November 2012. The project will deliver major economic and social development opportunities, offering a fast and efficient service connecting directly with Edinburgh and the wider Scottish rail network. The Borders Railway will be the longest new domestic railway to be constructed in Britain for over 100 years, with 30 miles of new railway line.

In July 2012 details of the **Edinburgh – Glasgow Improvement Programme (EGIP)** first phase to be taken forward for delivery were announced. Phase 1 electrifies the core Edinburgh–Glasgow via Falkirk line and the Cumbernauld lines in time for the Commonwealth Games and delivers the new Edinburgh Gateway Station with connection to Fife line services. Network Rail are currently delivering **Haymarket Station Capacity and Electrification Advance route clearance works** with a combined value of £55 million.

In November 2012, the Deputy First Minister announced the planning for **High Speed Rail between Edinburgh and Glasgow**. We will plan for a new line allowing journey times of less than 30 minutes between the cities, and a link to the West Coast Main Line. We will also work with Department for Transport (DfT) on the further planning of the High Speed 2 network, including route options for high speed connections between Scotland and England.

Other significant milestones include:

- a **fares cap** negotiated with ScotRail in December 2012 for the remainder of the existing franchise

- installing new infrastructure at stations and upgrading equipment to enable more rail ticket products to be available on **Smartcards**
- all 59 c170 diesel trains will now be fitted with **Wi-Fi** enabling equipment by the end of 2013 following a successful trial last year. These trains operate on the main inter-city routes between the seven main cities of Glasgow, Edinburgh, Aberdeen, Dundee, Perth, Stirling and Inverness
- a significant improvement in services between Glasgow, Ayrshire and Inverclyde including improvements in journey times, better ferry connections, more off peak services and increased calls at Paisley Gilmour Street following the **December 2012 timetable**. The new timetable is forecast to generate more than half a million new rail journeys per year
- the completion of phase one of the **Highland Main Line Improvements project** saw journey time improvements of up to 18 minutes between Inverness and the Central Belt

Top Left: **Capacity improvement works at Haymarket Station** (Courtesy of Network Rail)

Top Middle: **Artists impression of Hardengreen viaduct as part of the Borders Railway** (Courtesy of Network Rail)

Top Right: **ScotRail franchise** (© Crown copyright)



Above Launch of the MV Hallaig (© DevlinPhoto)

Above Top Expansion of our international air links (© Crown copyright)

Above Bottom Working closely with Scottish Canals (Courtesy of Scottish Canals)

In partnership with other Scottish Government agencies, Transport Scotland has continued to work with airlines and our airport operators on the improvement of Scotland’s international air connectivity. Our aim is to support the Scottish Government’s ambition to make Scotland the best connected small country in the world. The past twelve months has seen the expansion of our **international air links** including Scotland’s premium connection through the Emirates hub in Dubai and the development of a link to Turkish Airlines growing network through Istanbul. Connections which will bring direct economic benefits to Scotland through improving business links, encouraging inward investment and making Scotland more accessible for inbound tourists. Our focus in the year ahead is on supporting those commercially viable and sustainable international services which will have the greatest impact on increasing Scotland’s sustainable economic growth.

We awarded £1.1 million of grant funding from the **Mode Shift Revenue Support Scheme** to eight companies in respect of 12 freight flows (nine cross-border and three within Scotland). This scheme helps companies with the extra operational costs associated with moving freight by rail or inland waterways instead of road.

The **final Ferries Plan** was published in December 2012 which sets out the strategic way forward for all of Scotland’s ferry services over the next decade.

The first of the new hybrid vessels, the **MV Hallaig**, was launched by the Deputy First Minister at Ferguson Shipbuilders, Port

Glasgow in December 2012. This vessel will enter service on the Sconser-Raasay route in summer 2014.

Work to enable British Waterways to operate on a self-standing basis in Scotland on transfer of its assets and functions in England and Wales to a charity resulted in a successful separation taking effect in July 2012. Since then we have worked closely with British Waterways, now trading as **Scottish Canals**, as it adjusted to its new situation within the Scottish public sector.

2012/13 has also seen the making of four harbour revision orders (Inverness, Fraserburgh, Lochaline and Cairnryan) as well

as the publication of **Modern Trust Ports for Scotland-Guidance for Good Governance**, which was developed after working closely with a range of Trust Ports to review the original guidance produced some 12 years earlier. We have also been working closely with our stakeholders to align and streamline the application process for projects where multiple consents are required.



Above The future for car journeys is electric – greener, cleaner, quieter and cheaper motoring (© DevlinPhoto)

Centre Investing in active travel (Courtesy of Smarter Choices, Smarter Places)



Above Developing the car club network across Scotland through our funding of Carplus (Courtesy of Carplus)

Our bespoke **Carbon Management System (CMS)** continues to progress with collection of site fuel and utility use data from our Operating Companies. Our CMS has also been adopted by Network Rail with upgrades to the rail tool being progressed in conjunction with the Rail Safety Standard Board.

We published our first Sustainability Report and participated in the Carbon Trust’s Carbon Management Revisited Programme to refresh our **Carbon Management Plan**, with the principal output being an improved baseline data and revised targets.

The **E-cosse partnership** brings together Transport Scotland with car manufacturers, power companies, local authorities and WWF Scotland to advance adoption of electric vehicles (EVs). The E-cosse partnership, guided by the E-cosse Strategic Board is informing the production of an EV Roadmap for Scotland, setting out how EV’s will help Scotland attain its vision of a decarbonised road transport sector. This roadmap will be published in 2013.

We aim to ensure that we play our part in the protection and enhancement of the environment. The most significant example of this commitment has been the progression of the **Strategic Environmental Assessment** for the A9 dualling project. We have collaborated with other agencies and stakeholders, with a particular focus on air quality, where we have been instrumental in the creation of the **Scottish Transport Emission Partnership (STEP)**. STEP aims to improve Scotland’s urban air quality by identifying examples of

best practice and communicating this to stakeholders.

We have participated in the **Environmental Noise Directive Stage 2 Noise Mapping process**. The output being the identification of candidate noise management areas across Scotland and the preparation of objectives and actions in a draft Transportation Noise Action Plan.

On Climate Change, we have continued to develop the strategic approach to emissions abatement from transport in Scotland, as set out in the Low Carbon Scotland *Report on Policies and Proposals (RPP)*. We have also sponsored a wide range of associated behaviour-change and technology initiatives. 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
- undertaken a robust evaluation of the **Smarter Choices, Smarter Places** sustainable transport demonstration programme, to inform future policy development
- announced investment of £2.6 million in February 2013 to support **electric vehicles** adoption and associated charging infrastructure. This will mean an anticipated 500 charging posts on the network of which approximately 300 will be publicly available by the summer of 2013
- provided £1.9 million through the third round of the **Scottish Green Bus Fund**, part funding the acquisition of a further 24 new low carbon buses by March 2014 and continuing to stimulate demand for green technology in Scotland
- prepared draft transport-themed policies, proposals and objectives for the **Climate Change Adaptation Programme** in response to the UK Climate Change Risk Assessment

Finance

Provisional Out-turn 2012/13

	Provisional Out-turn Total 2012/13¹ £'000	Final Out-turn Total 2011/12 £'000
Administration		
Staff Costs	11,902	13,461
Other Administration Costs	4,934	4,807
Total Administration	16,836	18,268
Programme Costs		
Motorways and Trunk Roads	396,441	273,416
Rail Services in Scotland	783,610	778,015
Concessionary Travel	193,952	188,076
Bus Services in Scotland	64,990	60,728
Ferry Services in Scotland	112,801	116,681
Air Services in Scotland	30,929	33,807
Other Transport Programmes	46,646	45,626
Grants to Other Local Authorities	22,929	42,706
Total Programme Costs	1,652,298	1,539,055
Net Operating Costs	1,669,134	1,557,323
Capital Expenditure	377,140	497,833
Total Out-turn Expenditure for the year	2,046,274	2,055,156

Our provisional out-turn (unaudited) under-spend is within 1% 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

Transport Scotland facilitated the introduction of **Decriminalised Parking Enforcement (DPE)** in Fife and East Renfrewshire Council areas. The benefit of DPE is that any additional revenue is kept locally and is used to improve off-street parking, traffic management and public transport. We continue to work closely with Argyll and Bute, East Dunbartonshire and Inverclyde Councils to develop similar plans.

During 2012/13 Transport Scotland worked with Applied Card Technologies Limited (ACT) to complete implementation of its next generation '**ITSO HOPS**', a specialist ticketing transaction service. ITSO HOPS is the 'back office' data processing system for the concessionary travel scheme and smart ticketing. The service delivers enhanced performance and fraud prevention measures.

The new HOPS has also been used to develop **Hotlisting**, whereby inappropriately used concessionary travel passes can be identified and blocked. This is now in full use across the Scottish bus network, with very positive results. We also introduced a **customer hotline** in July 2012 to enable passengers to report potential abuse of the concession scheme. Significant financial savings continue to be made as a result of the scrutiny of key information captured on each individual concessionary travel journey, with outputs being used to inform the robust application of our fraud strategy.

In October 2012 the Deputy First Minister launched our **Smart Ticketing Delivery Strategy**. This is an ambitious programme to build on and develop the ticketing and back office infrastructure already in place

across Scotland, with the long-term vision "That all journeys on Scotland's bus, rail, ferry, subway and tram networks can be accessed using some form of smart ticketing or payment".

Managed motorway functionality became an integral part the **Traffic Scotland Service** on the M90 and M9 following completion of software and operations development and the installation of Traffic Scotland equipment on the completed Fife Intelligent Transport System and M9 Junction 1A improvements contracts.

As part of the Forth Replacement Crossing (FRC) the **Contact and Education Centre/Traffic Scotland Control Centre** construction has been completed. The Contact and Education Centre was opened in January 2013 and will act as a central point for public information and enquiries relating to the FRC construction process. It also includes an exhibition area providing information on the project and for conducting educational activities. From April 2013 the Traffic Scotland Control Centre became the new main operational base for the Traffic Scotland Service which uses intelligent transport systems to process and



Above Promotion of the Road Safety Scotland country roads campaign (Courtesy of Stripe Communications)

distribute real time information about the current state of the motorway and trunk road network as well as providing other information on other modes of travel. The Traffic Scotland Control Centre will also act as a coordinating hub during transport related emergencies, disruption and periods of severe weather.

The findings of the **Speed Limits Review** on the non-motorway sections of the trunk road network were published in October 2012. The aim of the review is to promote greater consistency in speed limits across the network and allow limits to be better understood by drivers and appropriate for the environment and road use. A total of 44 areas have been identified where speed limit reductions are proposed. The review also highlighted a number of locations where speed limit increases were considered appropriate however none of these increases are being proposed.

Transport Scotland continued to manage delivery of the **National Transport Strategy**, monitoring and reviewing its on-going implementation. We sought new opportunities to engage with European transport projects, and further strengthened



Left Inside the Traffic Scotland National Control Centre
(© Chris Watt)

Top Managing the national concessionary travel scheme for older and disabled people (© Stuart Nicol Photography)

our ties to existing European initiatives. We also continued to deliver strong support to Parliament, its procedures, and its committees.

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

- in January 2013 we reached agreement with the Confederation of Passenger Transport on reimbursement arrangements for bus operators which will continue to safeguard the **national concessionary travel scheme** for older and disabled people until March 2015
- we are supporting the establishment of **Bus Users Scotland**, a branch of the Bus Users UK, to strengthen the representation of user interests in bus policy and to provide additional on-street monitoring of bus services and arrangements for handling bus service complaints

On **road safety** we made a number of achievements:

- we ran a Junior Road Safety Officer (JRSO) competition to continue our support for the **UN Decade of Action for Road Safety** with the winning school coming from Musselburgh
- distribution of the Early Years resource **'Ziggy'** via Education Scotland. The resource has been rolled out across Scotland and continues to be complimented by educators and parents alike
- two integrated social marketing campaigns were undertaken this year. The ACPOS Festive Safety Campaign was supported by a **drink-drive campaign** highlighting, once again, the vehicle forfeiture scheme. A new, ground-breaking **country roads campaign**, featuring David Coulthard was developed and aired in cinema, and on TV and radio. It was supported by online activity, editorial platforms,

cinema six-sheets and a field marketing exercise; its core message was, "Even the best drivers in the world adjust their speed on country roads"

- **Road Safety Scotland (RSS)** was the principal partner in the Scottish Car Show at Ingliston in July 2012, with almost 10,000 people, many in the target age group, attending the show. In partnership with Lothian and Borders Police, Fire and Rescue Service and Safety Camera Partnership: speed, seatbelts, drink driving and the effects of a crash were all addressed.



1 New pier at Scrabster Harbour (Courtesy of Garry Baxter)

2 Junior Road Safety Officer competition winners (Courtesy of Road Safety Scotland)

3 Supporting public transport (© Stuart Nicol Photography)

4 M9 Junction 1A, part of the Forth Replacement Crossing (Courtesy of Sisk Roadbridge)

5 Conon Bridge train station reopened as part of the A9 Kessock Bridge works (Courtesy of ScotRail)

6 MV Loch Shira (© Caledonian Maritime Assets Ltd)

Transport Scotland has delivered a wide range of **achievements since it was formed in 2006**. These include major national transport projects for road and rail transport, and support for sustainable public transport networks and services throughout Scotland. The Agency addresses transport issues and needs on a medium and long-term basis under a coherent strategy focussed on delivering the Scottish Government's Purpose of increasing sustainable economic growth.

Strategic transport issues are refreshed regularly against the Scottish Government's Purpose as part of the Agency's **business planning**. The *Corporate Plan 2012-15* sets out the current five key delivery priorities for that period, with a focus on delivering 50 commitments to meet Ministers key objectives.

Transport investment decisions are underpinned by detailed **analysis and planning**, reflecting the economic benefits and environmental factors involved. **Investment** for the longer term contributes to the Scottish Government's wider programme under the *Infrastructure Investment Plan 2011*.

The Agency's **wider role since 2010** encompasses all devolved national transport

policies and programmes in Scotland. In 2012/13, 95 per cent of Transport Scotland's £1.9 billion budget was invested back into the private sector, supporting 25 per cent of civil engineering contracts in Scotland and 12,000 jobs. All are key aspects of Transport Scotland's role to support delivery of the Scottish Government's Purpose and vision in Scotland, making a real difference for people and businesses using national transport systems.

The Civil Engineering Construction Association (CECA), representing over 100 of Scotland's leading civil engineering companies, acknowledged that **key publicly-funded transport projects**, including the Forth Replacement Crossing, Borders Railway and Edinburgh – Glasgow

Improvement Programme, are helping to stimulate economic growth and support jobs. Other future projects that should help sustain this include the Aberdeen Western Peripheral Route, procurement of the M8 M73 M74 Motorway Improvements and other shovel ready projects.

The following **table of achievements** is presented in the context of the Scottish Government's Purpose and Transport Scotland's five Delivery Priorities and showing under the three Key Strategic Outcomes set out in the National Transport Strategy (2006) the key deliverables completed since the Agency's first year of operation in 2006.

The Scottish Government's Purpose

To focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth

Transport Scotland Delivery Priorities

Improved connections across Scotland and internationally	Better journey times, better reliability, quality and accessibility	Increased safety, more innovation	Continuously improving performance and organisation	Low carbon technology and infrastructure, reduced emissions
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National Transport Strategy Key Strategic Outcomes

Improved journey times and connections	Reduced emissions	Improved quality, accessibility and affordability
<ul style="list-style-type: none"> Active Travel (walking and cycling) funding supported further development of the National Cycle Network and strengthened community links Updated Cycling Action Plan for Scotland issued Outstanding contractual commitments relating to the Air Route Development Fund fully met Most actions of the Action Plan for Buses delivered Road Equivalent Tariff now permanent on services to the Western Isles, Coll and Tiree, Islay, Colonsay and Gigha Scotland's year round direct freight ferry service to Europe between Rosyth and Zeebrugge now in operation Freight Action Plan delivered in 2006 Freight Best Practice programme maintained Stirling-Alloa-Kincardine rail link and Airdrie to Bathgate Rail Line completed Ayrshire rail services upgraded New stations opened at Laurencekirk and Conon Bridge Works commenced on Borders Rail Link and the Edinburgh Glasgow Improvement Programme Strategic Business Case for bringing high speed rail to Scotland produced 	<ul style="list-style-type: none"> Rail freight policy framework developed Transport infrastructure investment hierarchy implemented Mitigation of road projects environmental impact whenever possible 98% of all planning applications which do not require a Transport Assessment were responded within 14 days over the last three years Designing Streets published March 2010 Revised Cycling by Design published June 2011 Smarter Choices, Smarter Places demonstration programme, for increased active/sustainable travel, public transport use and integration of modes, evaluated in 2013 Over £113m invested in cycling infrastructure since 2007 Development of Car Clubs funded since November 2010 Investment of £8m in low carbon vehicles since 2010. The E-cosse working group set up in 2012 Involved with public sector climate change to engage organisations and businesses in making the transition to low-carbon transport 	<ul style="list-style-type: none"> Road tolls removed National concessionary travel scheme for young people introduced in 2007 Relevant accessibility planning tools made available to Regional Transport Partnerships (RTPs) and local authorities Smart technology and equipment fully rolled out since 2010 across the Scottish bus fleet, in order to help run the concessionary fares schemes effectively. ScotRail has rolled out a Smartcard pilot, launched in May 2010, on the Edinburgh-Glasgow route Extension from April 2011 of the eligibility criteria for concessionary fares scheme for older and disabled people to include HM Service Personnel and Veterans under the age of 60 seriously injured in service Blue Badge Improvement Service commenced on 1 January 2012. Mandatory independent mobility assessments to determine eligibility into effect on 1 September 2012 Since Access for All was launched in 2006, the £41m fund has supported 11 station upgrades by installing Disability Discrimination Act (DDA) compliant bridges, lifts and ramps

Improved journey times and connections	Reduced emissions	Improved quality, accessibility and affordability
<ul style="list-style-type: none"> • Rail High Level Output Specification and Statement of Funds Available over the period 2014 to 2019 published • Scotland’s Road Safety Framework to 2020 published • Road safety education and publicity materials issued • Following road projects completed: M74 Completion, M80 Steps to Hags, A96 Fochabers Bypass; and A9 Crubenmore • Following road projects proceeding: Forth Replacement Crossing, A82 Pulpit Rock, A77 Symington to Bogend Toll, A75 Hardgrove to Kinmount, A75 Dunragit Bypass, the A90 Aberdeen Western Peripheral Route (AWPR)/ Balmedie to Tippetty and the M8 M73 M74 Motorway Improvements and the upgrading of the M90, A95 Lackgic, A96 Threapland and A702 Candymill Bend and Edmonstone Brae • Intelligent Transport Systems in place on the M74 Completion, M80 Steps to Hags Improvement and the FRC • National Road Maintenance Review concluded • Transport Resilience improved (Multi Agency Response Team created) 	<ul style="list-style-type: none"> • Uptake of 270 government electric/ hybrid vehicles funded since 2010. 500 double outlet charging posts of which over 300 will be publicly available across Scotland by summer 2013 • Capital investment through the Plugged in Places (PiP) initiative, a programme of electric vehicle infrastructure • The Energy Saving Trust grant-funded to work with businesses and organisations in relation to transport and travel choices • The Forth Replacement Crossing project will make provision of a dedicated multi-modal corridor giving priority to public transport • Launch of the first of the new hybrid vessels, the MV Hallaig. This vessel will enter service on the Sconser-Raasay route in summer 2014 	<ul style="list-style-type: none"> • Trunk Road Accessibility Action Plan ‘Roads for All’ (published Dec 2006) taken forward as part of Scottish Government’s Equality Duty • Since November 2010 joint Traveline Scotland/Traffic Scotland smartphone app putting traffic and public transport information together • From 2013 individuals receiving the new Personal Independence Payments are eligible for free bus travel, as these are introduced under UK Government welfare reform, gradually replacing Disability Living Allowance

More information on the work of the Agency is available in the following documents:

- Corporate Plan 2012-15
- Annual Business Plan 2013-14
- Annual Report and Accounts 2011-12
- Scottish Government Infrastructure Investment Plan (IIP) progress report February 2013
- National Transport Strategy 2006

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).

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ان دستاویز کی مزید کاپیاں آڈیو اور بڑے پرنٹ کے فارمیٹ میں اور کمیونٹی زبانوں میں (اردو، بنگالی، گیلک، ہندی، پنجابی، کانتونیس، عربی، پولش) دستیاب ہیں۔

ඔබ සඳහාම මෙම ලේඛනයේ පිටපතක් ලබා දීමට අපට සූදානම් කෙරෙමු. ඔබට අවශ්‍ය වන්නේ ආවේණික ස්වරූපයක් හෝ විශාල ප්‍රින්ට් ස්වරූපයක් නම්, සම්ප්‍රදායික භාෂා (ඉරානි, බන්ගාලි, ගැලික්, හින්දි, පන්ජාබි, කැන්ටන්, ආරාබි, පොලන්) වලින් ද ලබා දීමට අපට සූදානම් කෙරෙමු.

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rè an àireamh, ann an clò mòr agus ann an cànanan
coimhearsnachd. cuir fios gu:

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ISBN: 978-1-908181-85-5

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Produced for Transport Scotland by APS Group Scotland

Published by Transport Scotland, June 2013

TS-B-APS(272888)-1K-JUNE2013