



review

ANNUAL REVIEW | 2014 | AITHISG BHLIADHNAIL

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Cover:
AERIAL VIEW OF THE A9

I am delighted to present the Transport Scotland Annual Review for 2013/2014 reporting on some of our significant achievements over this period.

This promises to be a historic year as we see Scotland hosting global events such as the 2014 Glasgow Commonwealth Games and Ryder Cup. Our preparations for these have been on-going over the past year, with Transport Scotland playing a vital role in ensuring the public can enjoy these unique occasions with minimal disruption to other network users.

We continue to 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, by investing over £1.9 billion in the past year to keep our businesses, communities and services connected.

We've witnessed significant progress on our roads with the Forth Replacement Crossing, or 'Queensferry Crossing' as named by the public, the Aberdeen Western Peripheral Route (AWPR), Balmedie to Tipperty and M8. In rail, progress has been made on the Borders Railway and Edinburgh Glasgow Improvement Programme (EGIP), Dalmarnock station has undergone substantial redevelopment in time for Glasgow 2014, while the new-look Haymarket station has opened to critical acclaim. Scottish Canals unveiled the Kelpies at Grangemouth, while Scottish Ferries launched the second of its hybrid ferries into service. Prestwick Airport was brought into public ownership, while we continued to extend our international air links served by Edinburgh and Glasgow airports.

Working with stakeholders, we developed the 'Switched on Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles' document to drive uptake in Scotland and hosted the first annual Cycling Summit to discuss the Cycling Action Plan for Scotland.

Policy issues we have progressed on include a further rolling out of the Road Equivalent Tariff (RET) fare, improving air quality and a review of the Scottish safety camera programme. Traffic Scotland continues to develop its information service across multiple desktop and mobile platforms to benefit users whilst on the move.

We remain committed to delivering these projects, services and policies, offering significant economic benefits to the people and businesses of Scotland and beyond.

Our Annual Report and Accounts will be published later in the year to include more detailed information of our 2013/2014 activities and achievements.



David Middleton
Chief Executive, Transport Scotland



Above Paddler at Pinkston Watersports Centre, Glasgow (Courtesy of Scottish Canals)

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Left Forth Replacement Crossing Team record
Above Forth Replacement Crossing right central tower construction

The **Forth Replacement Crossing Project** has seen a total of £145 million worth of savings since construction on the project commenced in June 2011. In September 2013, a new budget range for the Crossing was established as £1.4 – 1.45 billion (reduced from £1.45 – 1.6 billion).

In June 2013, over 35,000 votes were cast by the public for the five shortlisted names in the 'Name the Bridge' competition and saw **Queensferry Crossing** announced as the winner, after receiving 35.5% of the public vote.

September 2013 saw a crucial phase of construction on the Queensferry Crossing with the completion of the three main tower foundations. This included a new world record for the largest underwater concrete pour which involved a 15 day, 24 hour non-stop operation that successfully poured 16,869 m³ of concrete into the foundations of the south tower.

The **Forth Road Bridge Bill** received Royal Assent in June 2013, and at the same time became the 200th Act of the Scottish Parliament.

In August we announced the preferred bidder for the £310 million **M8/M73/M74 Motorway Improvement** project, and

following the formal contract award in the spring, the First Minister oversaw start of construction in earnest. When complete, it is estimated that improvements to the M8 will take up to 18 minutes off journeys at daily peak times for vehicles using the busiest sections of the motorway.

In May 2013, bidders were invited to tender for the £745 million **Aberdeen Western Peripheral Route Balmedie to Tippierty (AWPR/B-T) project**. Advanced ground investigation works on AWPR/B-T are underway and it is anticipated a preferred bidder will be announced later this year.

It is estimated that AWPR/B-T alone will generate over £6 billion additional income for the North East of Scotland (at 2004 prices) and over 14,000 jobs are expected to be generated over the first 30 years after the scheme opens in 2018. AWPR/B-T will cut journey times across Aberdeen by half when complete in Spring 2018.

A9 and A96 Dualling programmes

Successful public exhibitions were held along the A96 in November 2013 attracting nearly 2,000 visitors, complementing exhibitions along the A9 (with nearly 1,000 visitors). These not only informed on the progress of the planning and design, but gathered feedback and key local knowledge informing the design process. Public engagement and working with specific interest groups will play a key part in these major programmes.

Route corridors for the A96 as a whole were displayed along with options for a Nairn Bypass. Work has focused on the development of the section between Inverness and Nairn in light of previous work and will be expanded to the remainder of the route.

In April the A9 dualling programme progressed with the award of the first of three large design contracts, each valued at £40-£60 million. This first contract is for



Top left Ground works, M8

Top right Aberdeen Western Peripheral Route Map

Left Dunragit Bridge, A75

dualling over 43km between Glengarry and Dalraddy. Road orders have also been published for the 7.5km section between Kincaig and Dalraddy, south of Aviemore, and the 9km section from Luncarty to Birnam.

Many of the essential details to be considered in upgrading a route like the A9 have been brought into focus and plans developed. These include provision for non-motorised users, access for walkers, climbers and cyclists as well as a junction strategy to balance the needs of local communities and the travellers.

The environmental aspects of upgrading or forming new route corridors through such iconic Scottish scenery were considered through a Strategic Environmental Statement published for the A9. Balancing the needs of communities, environment, travellers, users and freight as well as delivering a safe, reliable road is essential to deliver the A9 dualling.

Other Significant Milestones

A82

Contract awards were made and construction commenced for the A82 at Pulpit Rock and Crianlarich, the A75 at Dunragit and at

Hardgrove to Kinmount, and on the A77 at Symington and Bogend Toll. This represents a total investment of £51.4 million. It is anticipated that all of these projects will open in 2014.

Building on earlier environmental surveys, we are progressing with route option development for the tricky section of the A82 along Loch Lomond between Tarbet and Inverarnan. The scenic importance of the area as well as the terrain presents unique challenges to design and eventual construction.



2013 was a key year for railways in Scotland. In October the Office of Rail Regulation published their **Final Determination** of the regulatory outputs and funding requirement for Network Rail in Scotland for Control Period 5, which runs from April 2014 to March 2019.

This key milestone confirmed the affordability of the Scottish Government's transformative programme of investment in Scotland's railways. Network Rail will now focus on delivering improvements to the rail infrastructure in Scotland that will support new and improved services for passengers and increased levels of performance and reliability.

The procurement of both the **ScotRail and Sleeper franchises** continues to progress in line with planned timescales. Bids for the Sleeper franchise were submitted in December 2013 and the draft Invitation for Tender for the ScotRail franchise was published in November 2013 with a focus on placing the passenger at the heart of Scotland's railways.

This includes a commitment to end above inflation increases in regulated fares and deliver real-term reductions in off-peak fares from 2016. This builds on the announcement to apply a cap



on peak fares to inflation rates from January 2014 and 2015. Off-peak fares will also be frozen provided inflation remains below 3.5% for the remainder of the franchise.

This follows action taken in May 2013 to address some of the main fares anomalies which were perceived as unfair and provide more affordable fares within the current fares structure.

The **Edinburgh Glasgow Improvement Programme** continues to move forward with construction on site across the corridor. Electrification of the Cumbernauld line started on site in February 2013 and will be completed in time for the Commonwealth Games. The redeveloped Haymarket Station opened to widespread acclaim in December 2013.

Work on the **Borders Railway** is now over a year into construction and progressing to programme. There has been significant excavation work and construction progress across the route with careful consideration being given to the environment through which the railway runs.

Key milestones for 2014 include the installation of the bridge at Hardengreen Roundabout and the completion of the bridge under A720



Edinburgh City Bypass. Initial phases of track laying is due to commence in Summer 2014 and the start of construction of the seven new stations and installation of signals is due to commence in Autumn 2014.

In December 2013, the Deputy First Minister opened a modern, new-look **Dalmarnock Station**. The redevelopment included the relocation of the station building with access via Dalmarnock Road, a new concourse and ticket office, new footbridge, lifts, passenger information boards and CCTV. The station will be a vital transport hub during the Commonwealth Games and provide a lasting legacy and key of the long-term regeneration of the East End of Glasgow.

The **annual evaluation of ScotRail services and facilities** shows marked improvement across key areas. This is the fourth year in a row that financial penalties paid by the train operator have fallen under Transport Scotland's Service Quality Incentive Regime (SQUIRE).

Top Left **EGIP Haymarket Station**
(© Copyright and Permission Network Rail)

Top Right **Borders Hardengreen Roundabout aerial view**
(© Copyright and Permission Network Rail)

Left **Dalmarnock Station**
(© Copyright and Permission Network Rail)



Above Airbus A830 over Glasgow



Above Kelpies at dusk (Courtesy of Scottish Canals)



Above Pinkston Watersports Centre, Forth & Clyde Canal, Glasgow (Courtesy of Scottish Canals)

Transport Scotland has continued to work with airlines and airports to develop **international air links** and in 2013 we helped secure new services from Edinburgh to Chicago, Philadelphia and Doha and worked with the Isle of Man Government to help restore a link between Glasgow and the Isle of Man.

We also brought Prestwick Airport into public ownership and started a process designed to provide a more secure future for the airport and a return on the Government's investment.

Over the year we awarded £0.8 million of freight grant funding from the Mode Shift Revenue Support Scheme to six companies in respect of nine freight flows (seven cross-border and two within Scotland). This scheme helps companies with the extra operational costs associated with moving freight by rail or inland waterways instead of road.

This year saw the launch of the second of the unique and innovative **'hybrid'** ferries. The ferries, named MV Hallaig and MV Lochinvar, were built following a Scottish Government investment worth over £20 million.

The first of these ferries came into operation on the Sconser-Raasay route on 29 November 2013 with the second vessel to be deployed on the Tarbert-Portavadie route.

Elsewhere on the Scottish ferry network, we saw the start of the **Scottish Ferries Plan** roll-out, with pilot services starting on the Ardrossan-Campbeltown route and the Mallaig-Lochboisdale route with enhanced services to Barra and South Uist during the winter months.

Road Equivalent Tariff (RET) fares continue to be rolled out with services to Islay, Colonsay and Gigha benefitting from October 2013, bringing cheaper fares for residents and visitors alike.

Completed in January 2014, the stunning **Kelpies** were developed by Scottish Canals

and have the accolade of being the largest equine statues in the world. Sculpted by Andy Scott, the 30 metres high Kelpies stand proud at the new entrance to the Forth and Clyde Canal at Grangemouth, and are set to be a worldwide tourist attraction.

Scottish Canals funding of £4.25 million has contributed toward a variety of projects, including Pinkston Watersports Centre in Glasgow – Scotland's first purpose built paddlesports centre, expected to open this summer.

We also published a new canals policy document **Making the Most of Scotland's Canals** in April 2013 which sets out our aspirations for Scotland's canals over the next 5 to 10 years.

Scotland's transport system is amongst the best in Europe and 2014 offers a marvellous opportunity to showcase this. Our on-going investment in infrastructure and services is helping to offer a fully integrated transport system that allows people to travel the length and breadth of the country.

Transport Scotland played a key role in supporting City of Edinburgh Council and its contractors to get the construction work on **Edinburgh Trams** finished ahead of the revised programme. Testing and commissioning is now underway and with trams now running into Princes Street, the capital will soon have a boost to Edinburgh's economy with a modern transport system to be proud of.

A major area of work involves delivery of **smart ticketing**, with a 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". Built on developing the ticketing and back office infrastructure already in place, Transport Scotland established an ambitious programme of proof of concept smart ticketing projects spanning bus, rail and ferry, with partners from across local

authorities, Regional Transport Partnerships (RTPs) and transport operators. Around 20 such projects are currently progressing in line with individual project plans.

Partick, Hillhead and Ibrox stations have been refurbished and smart ticketing introduced during the year, through the SPT's Subway Modernisation programme, towards which we will contribute up to £246 million.

Road Safety Scotland (RSS) has invested substantially in education resources, notably this year in the new Early Years approach, as well as other education and publicity resources for use at exhibitions and events by staff and external partners. RSS, in collaboration with the Scottish Government Marketing team, launched a Parental Influence social marketing campaign in July 2013. This was a ground-breaking campaign targeting parents and other adults who drive



Above Smart ticket (Courtesy of Network Rail)

with children in the car. The Country Roads campaign, fronted by David Coulthard, also re-ran in September/October.

A consultation on the **Scottish Safety Camera Programme** was launched in February 2013. This is part of a comprehensive review that will consider the outcomes and delivery of the Programme through the eight Safety Camera Partnerships across Scotland.

The multi-agency **A9 Safety Group** entered its second year since being set up in 2012. The main aim of the group is to explore measures to help reduce road casualties, both before and throughout the A9 dualling programme. As part of this work, the Minister for Transport and Veterans announced the Safety Group's recommendation that an average speed camera system be delivered on the route, between Dunblane and



Above Parental Influence Road Safety Campaign



Above Traffic Scotland social media page

Inverness. Average speed cameras have a proven track record of reducing casualties and excessive speed on routes where they have been deployed.

In addition, we announced in December 2013, plans for a 50 mph Heavy Goods Vehicle pilot speed limit to be introduced on the route.

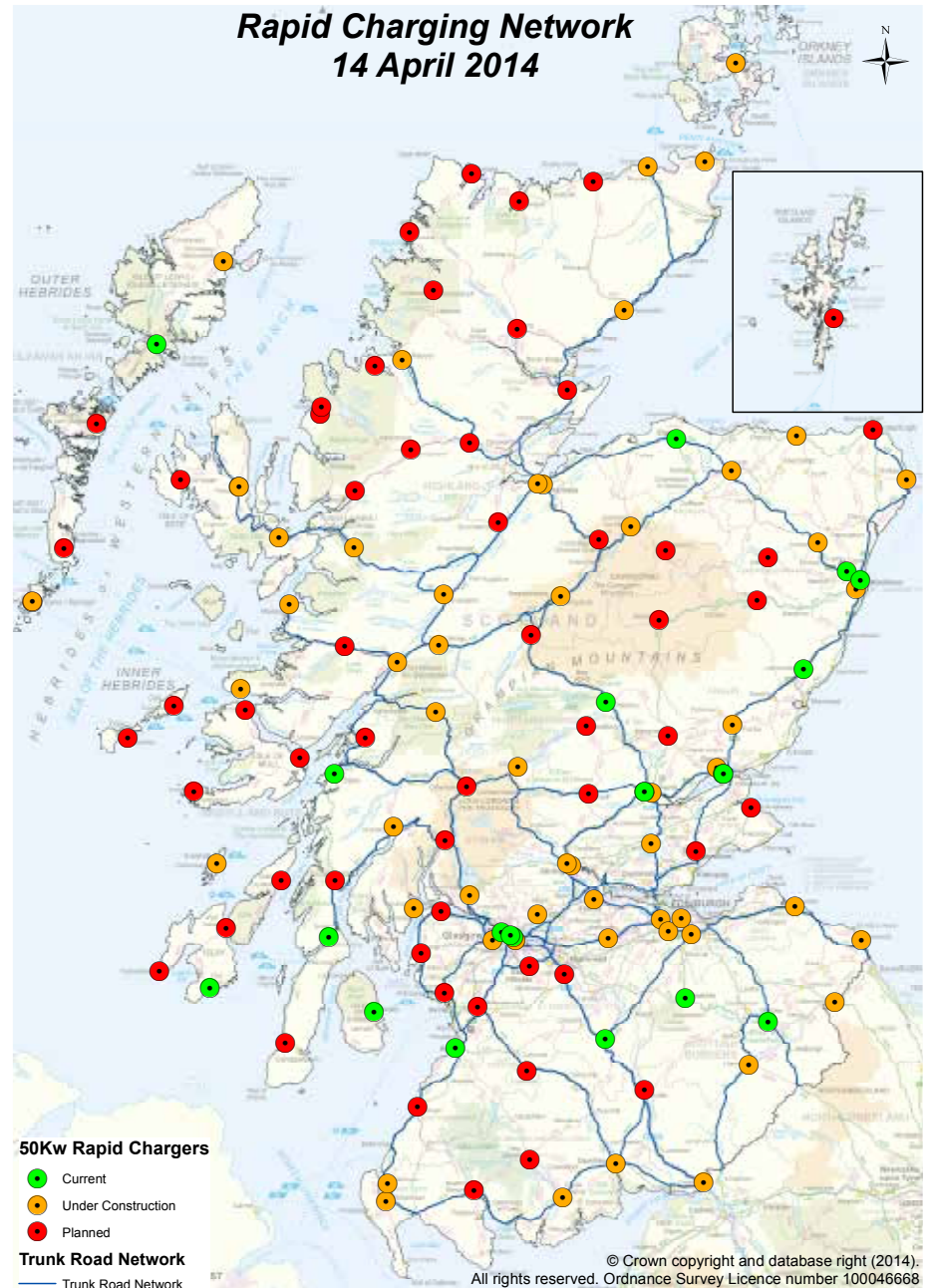
We are also undertaking vegetation clearance, carriageway maintenance and new barrier work and promoting a campaign to support better overtaking behaviour.

These initiatives are just part of the many engineering, enforcement and education measures being introduced to improve the safety and operation ahead of dualling.

Traffic Scotland continues to evolve as a key source of traffic information about what is happening on the Scottish strategic road network and beyond. It is making full use of all the platforms available to today's increasingly digitally-connected user, whether laptop, tablet or smartphone. It is focused on getting accurate, reliable and timely information to users whether at home or on the move, to keep them well-informed about their travel options.

The usage of the desktop and mobile website continues to grow apace; the joint Traveline Scotland/Traffic Scotland smartphone application now has circa 400,000 users and our Twitter Account has over 47,000 followers. The latter has proved particularly successful as a way of updating users in real time.

Traffic Scotland has focused on enriching content by embedding photographs, 'audioboo' sound files and re-tweeting other key travel updates. Its open, conversational tone for tweets and the redirection to other sources of information means users now actively alert us as to what they are seeing on the network. The instantaneity of the service



Above Switched on Scotland map

is valuable for crisis communications, allowing Traffic Scotland Internet Radio Service and Twitter to process quick updates with input direct from the Multi Agency Resilience Team.

The service supports social events like T in the Park, or the many upcoming iconic Homecoming 2014 events like the Commonwealth Games, Ryder Cup and Bannockburn celebrations.

Switched On Scotland: A Roadmap to Widespread Adoption of Plug-in Vehicles

was developed in conjunction with the E-cosse partnership and launched on 12 September 2013. The Roadmap vision is that by 2050, Scotland's towns, cities and communities will be free from the damaging effects of petrol and diesel fuelled vehicles. The document also contains a number of actions to drive forward the uptake of plug-in vehicles in Scotland.



Above A830 Loch nan Uamh (Courtesy of Angus Corby, Transport Scotland)

We launched a new landscape policy document for Transport Scotland – **Fitting Landscapes**. This is a completely revised, refreshed and updated policy which builds on the success of the previous document (**Cost Effective Landscape: Learning from Nature**) and places greater emphasis on sustainability and design quality.

The policy is mandatory for all work on the trunk road and national rail networks and encourages teams to work more innovatively and efficiently. Compliance with the policy will require those involved in the planning, design and delivery of landscape-related projects to work together to fully understand the environments within which the interventions are proposed and to ensure that early stakeholder engagement is undertaken.

In 2013/2014, we published our second **Sustainability Report**, providing a snapshot of our operational carbon emissions during 2011/2012. We also published our updated **Carbon Management Plan** and have implemented practical actions to further reduce our corporate carbon emissions, such as purchase of an electric vehicle for business travel and promoting the increased use of virtual meeting technology.

On **Climate Change Adaptation**, we produced objectives, policies and proposals

for the transport sector which were embedded into the draft Scottish Adaptation Programme within the Infrastructure and Built Environment theme. One specific programme action has been how vegetation growing season has been affected as a result of climate change.

During 2013/2014, we collaborated with key agencies and stakeholders to produce a draft **Transportation Noise Action Plan (TNAP)** for the Scottish Government. We also published an **Environmental Report** following the Strategic Environmental Assessment for the A9 dualling project. The second **Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013-2027 Report on Proposals and Policies** was published in June 2013 by the Scottish Government.

We have partnered and collaborated with key agencies and public bodies in Scotland to improve **air quality** through the Scottish Urban Air Quality steering group and the

Scottish Transport Emissions Partnership (STEP), consulting on a Low Emission Strategy for Scotland. We have also implemented a pilot rotating sensor programme to measure trunk road air quality emissions.

The updated **Cycling Action Plan for Scotland (CAPS)** was published in June 2013, following a refresh exercise with key stakeholders and delivery partners. The Minister for Transport and Veterans held the first annual Cycling Summit in September 2013 with senior representatives from local authorities, regional transport partnerships and national delivery bodies, to discuss implementation of the CAPS.

We have provided £2.5 million through the fourth round of the **Scottish Green Bus Fund**, part funding the acquisition of a further 44 new low carbon buses by March 2015.

Finance

Provisional out-turn 2013/2014

	Total 2013/2014 ¹ £'000	Total 2012/2013 £'000
Administration		
Staff Costs	12,189	11,902
Other Administration Costs	5,376	4,934
Total Administration Costs	17,565	16,836
Programme Costs		
Motorways and Trunk Roads	301,407	396,441
Rail Services in Scotland	838,030	783,610
Concessionary Travel	195,162	193,952
Bus Services in Scotland	51,518	64,990
Ferry Services in Scotland	135,418	112,801
Air Services in Scotland	30,102	30,929
Other Transport Programmes	59,254	46,646
Grants to Other Local Authorities	20,832	22,929
Total Programme Costs	1,631,723	1,652,298
Net Operating Costs	1,649,288	1,669,134
Capital Expenditure	296,687	377,140
Total Out-turn Expenditure for the year	1,945,975	2,046,274

Our provisional out-turn (unaudited) under-spend 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 When published the full audited accounts will be available at www.transportscotland.gov.uk

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 پتہ پر رابطہ کریں:

এই ডকুমেন্ট-এর (দলিল) অতিরিক্ত কপি, অডিও এবং বড়ো ছাপার অক্ষর আকারে এবং সম্প্রদায়ভাষা লোর 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 cànan 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:

ਇਸ ਦਸਤਾਵੇਜ਼/ਕਾਗਜ਼ਾਤ ਦੀਆਂ ਹੋਰ ਕਾਪੀਆਂ, ਮੰਗੇ ਜਾਣ 'ਤੇ, ਔਡੀਓ ਟੇਪ ਉੱਪਰ ਅਤੇ ਵੱਡੇ ਅੱਖਰਾਂ ਵਿਚ ਅਤੇ ਕੰਮਿਊਨਿਟੀ ਭਾਸ਼ਾਵਾਂ ਦੇ ਵਿਚ ਮਿਲ ਸਕਦੀਆਂ ਹਨ, ਕ੍ਰਿਪਾ ਕਰਕੇ ਸੰਪਰਕ ਕਰੋ:

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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