



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

National Transport Strategy

Third Scottish Government Delivery Plan

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Foreword

I'm delighted to introduce the Scottish Government's third National Transport Strategy Delivery Plan.

Since my appointment as Minister for Transport earlier this year, I've seen the breadth of ambitious and innovative work ongoing across the country to create a more affordable, available and accessible transport system. I have been hugely impressed with the professionalism and commitment of all of our partners who are working together to make our transport system greener, fairer, healthier and the bedrock of inclusive economic growth.

We deliver transport policy within a much wider context. The First Minister's Policy Prospectus, '[New Leadership: A Fresh Start for Scotland](#)', centres on the themes of equality, opportunity and community, setting out how we will deliver for the people of Scotland over the next three years. The [Mandate Letters from the First Minister](#), detail the transport outcomes that will be delivered for 2023-24, from building further resilience to climate change to making our public transport system more accessible, available, and affordable to investing in active and sustainable travel.

Furthermore, our [Programme for Government](#) specifies our commitments in key areas such as a 20% car kilometre reduction route map and publishing the Fair Fares Review report; and, our actions align with the [Bute House agreement](#) with our partners in the Scottish Green Party and the [Verity House agreement](#) with the Convention of Scottish Local Authorities (COSLA). I am grateful to all of our partners across Scotland who continue to support the delivery of our Strategy and we remain firmly committed to strengthening these partnerships in order to drive progress on our vision.

So how does our National Transport Strategy fit into that wider picture? Published in February 2020, it sets out a vision for a sustainable, inclusive, safe and accessible transport system helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. Its vision is underpinned by four interconnected priorities: Reduces Inequalities; Takes Climate Action; Helps Deliver Inclusive Economic Growth; and Improves our Health and Wellbeing.

For this vision to be fully realised, we need a tangible means of delivery. This is where our third Delivery Plan comes in – outlining the actions being taken by the Scottish Government to help deliver the priorities and outcomes of the Strategy.

In addition to the publication of this Delivery Plan, I have laid a report to the Scottish Parliament setting out the progress of the Strategy since it was published in 2020.

The actions set out in this Delivery Plan continue to pave the way towards our vision for Scotland's transport system and I look forward to continuing this journey with you all.

Progress since 2022

The National Transport Strategy sets out the vision and priorities for Scotland's transport system for the next 20 years, and this Delivery Plan highlights the new projects and policies being developed by the Scottish Government. However, the vast majority of our activities and finances are focused on maintaining and operating our existing transport system that all of us use every day, whether it be to travel to work, visit family and friends, access services, run our businesses, or get our goods delivered.

Since publishing our [second Delivery Plan \(for 2022 to 2023\)](#) last summer, Scotland has continued to face many challenges across society and business including the cost of living crisis, residual impacts of the COVID-19 pandemic and record levels of inflation. But, as demonstrated within the third Plan, there is real and tangible progress underway to meeting the Strategy's priorities.

A number of key projects have been completed over the past year. Following the transfer of ScotRail into public ownership in 2022, we transferred [Caledonian Sleeper services into public control and ownership](#) on 25 June 2023. And, as part of our wider £42 million investment in Scotland's Railway, we [opened the new Inverness Airport railway station](#) in February 2023 and we continue our rolling programme of rail electrification with Barrhead route electrification and station improvement works going live this December and work on East Kilbride Enhancement Project already commenced. On accessibility, footbridges and lifts have been installed at Croy and Johnstone railway stations, making both stations fully accessible through the provision of step-free access benefitting many current and future passengers.

On active and sustainable travel, we are implementing our Active Travel Transformation Project to help realise our commitment to prioritise walking, wheeling and cycling as part of the Sustainable Travel Hierarchy.

Tackling poverty is one of three critical and interdependent missions for the Scottish Government – alongside our focus on the economy and strengthening public services – and we are committed to meet our statutory targets through our Tackling Child Poverty Delivery Plan (2022 to 2026), ['Best Start, Bright Futures'](#).

With over two million people - including all children and young people under 22, eligible disabled people and everyone aged 60 and over – eligible to benefit from

free bus travel, Scotland has the most comprehensive concessionary travel scheme in the UK. As of end September 2023, over 98 million journeys have been made through the [Young Persons Free Bus Travel scheme](#) since its launch in January 2022 and we are currently undertaking an evaluation of the scheme. This has been a truly transformational policy – changing lives and making a difference during tough times.

Through working in partnership with select partner organisations to deliver activities targeting a range of communities and underrepresented groups, continued investment in access to bikes and safe infrastructure plays a key part in the Fairer Scotland Duty to consider how to reduce inequalities of outcome and support a truly holistic transportation system where opportunities are available for all to have access to a cycle, regardless of income, location or mobility. We have funded various initiatives to help provide free and affordable bikes to people who need them, including Cycling UK's [Access Bikes Project](#), the [Shifting Gears Project](#), the [Wee Bikes Programme](#); and to Scottish Cycling with grant funding to deliver the [Rock Up and Ride](#) programme. In January 2023, we published our [evaluation of the free bikes pilots](#) for school aged children who cannot afford them.

We continue to support the delivery of publicly funded lifeline ferry services in cases where essential connectivity cannot be met by the normal operation of the market, through the management of Clyde & Hebrides and Northern Isles contracts. We also support air connectivity in a number of ways including by funding Highlands and Islands Airports Limited and supporting lifeline routes that are not commercially viable.

And our research work to explore women's and girls' views and experiences of personal safety when using public transport in Scotland was [published in March 2023](#), outlining ten recommendations to address safety issues. This research featured at the European Transport Conference in Milan, was runner up in the UK Government Social Research annual awards and has been nominated for the Civil Service Awards, all in 2023.

The Scottish Government is committed to reducing our impact on the environment and meeting net zero emissions across our corporate functions. On 31 March 2023, Transport Scotland published the [fourth edition of the Carbon Management Plan \(2022-27\)](#), setting out how we will meet net zero across our corporate activities, and how we will challenge the way in which emissions are managed throughout our supply chain.

Engagement and Partnership Working

A key feature of the National Transport Strategy is that it was produced collaboratively with a wide range of partners and sectors during its development. We continue to engage with our stakeholders to oversee the implementation of actions to deliver the vision, including through the NTS Delivery Board, which is co-chaired by the Minister for Transport and COSLA.

We engage with a range of organisations on equality issues including Disability Equality Scotland and the Mobility and Access Committee for Scotland.

In July, the First Minister endorsed the recommendations of the [New Deal for Business Group](#) which includes collaborative working between the Scottish Government and partners to properly capture a wide range of business voices in the development of particular policies and to develop the definition of the Wellbeing Economy. We continue to liaise with the business sector through the NTS Business Group.

A working group has been convened to take forward the development of a Rural Delivery Plan by 2026, reflecting a proactive effort across all Scottish Government policy areas – from transport, housing, digital infrastructure to agriculture, land reform and marine policy – to support opportunities for our rural, island and rural coastal communities.

This Delivery Plan focuses on the activities of Scottish Government, however this is a strategy for all of Scotland, with collaboration and partnership working integral to its success. Scotland's transport operators and local government are all involved in activities to support the strategy. Scotland's Regional Transport Partnerships are continuing to develop their regional transport strategies, which align with our national vision and priorities and provide a detailed overview of their priorities and actions. This year to date, [Nestrans](#), [SEStran](#) and [Strathclyde Partnership for Transport \(SPT\)](#) have published their Regional Transport Strategies.

Monitoring and Evaluation

We published our [Monitoring and Evaluation Strategy](#) in August 2021, establishing that our approach to reporting on the performance of the National Transport Strategy over the short, medium and long term is to routinely monitor and report on progress towards its outcomes, at a national, regional and local level. We continue to evaluate a number of indicators that span the four priorities, including:

- transport emissions
- barriers to using public transport

- proportion of short journeys made by active travel
- road safety
- perceptions of travelling safety by public and active travel modes

The [Monitoring and Evaluation 2019 Baseline Report](#) was published in May 2022. Indicators are broken down and analysed by demographic and geographic variables where possible to demonstrate how experiences of transport vary across society and to ensure that interventions are measured in terms of their impact on all people in Scotland.

The report collates and summarises the data underpinning the primary and secondary indicators (where data is available) to establish a baseline against which progress can be monitored. In most cases, this involves an analysis of data from 2019 to provide a suitable 'pre-pandemic' baseline.

Though we have continued to collect and publish transport and travel data through our annual official statistical publications, it has not been possible to accurately report on the performance of the Strategy on an annual basis. This is primarily due to our data collection methods being affected by the pandemic and comparisons between the baseline position and travel in 2020 and 2021 not being robust due to the profound impact that the pandemic had on travel behaviour over this period.

The first report setting out what progress has been made will be produced in 2024. The update will primarily provide analysis on the performance of the Strategy against headline indicators, utilising data gathered in 2020, 2021 and 2022, qualitative case studies from our stakeholder groups and transport partners and data from additional sources.

This will be a comprehensive report, focusing on a wider set of data, to provide an overview of the Strategy's performance to date against the outcomes and vision it has set out to achieve. The three-yearly evaluation report will enable us to present a more assessment of the Strategy, drawing on data that reflects transport and travel behaviours both during and crucially, post-pandemic.

We will feed existing targets and strategic objectives into the overall performance monitoring, such as achieving net zero by 2045 and our road safety targets, and we will show the links between the Strategy and the National Performance Framework and the UN Sustainable Development Goals.

Third Delivery Plan

Our third Delivery Plan builds on the already-announced measures on transport and headline areas of work from across the Scottish Government, using the opportunity to focus on the actual actions and deliverables required to put these policy and strategy initiatives into effect.

The diagram below shows the Strategy’s vision for a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors. This vision is underpinned by four interconnected priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, with associated outcomes.

The vision, priorities and outcomes were developed in collaboration with stakeholders across Scotland and remain at the heart of the Strategy. The four priorities continue to provide the basis upon which we take decisions and evaluate the success of Scotland’s transport policies.

Our Vision

We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.



Our Actions

While the majority of actions are grouped under the four NTS priorities and their associated outcomes, we are progressing a range of actions which cut across several areas.

- Significant action is being taken to develop, deliver and invest in Scotland's strategic transport infrastructure for the long term. We will publish the transport infrastructure **delivery plan for the second Strategic Transport Projects Review (STPR2)**, laying out our priorities for investment and providing further insight on the programming of the 45 STPR2 recommendations. Work is already underway to deliver 38 of these recommendations, with consideration ongoing on how best to mobilise the remaining seven.
- A draft targeted **Transport Just Transition Plan** will be published in 2024, outlining key policies and principles needed to deliver a fair transition to Net Zero in the transport sector. This follows our [discussion paper on the Just Transition Plan](#) for the transport sector and which was published in June 2023.
- As a successor to the Ferries Plan (2013 to 2022), the draft **Islands Connectivity Plan Strategic Paper and the draft Long-Term Plan for Vessels for Ports** will be published for public consultation in the coming year. The Islands Connectivity Plan will consider island transport connectivity with regard to aviation, ferries and fixed links, and to connecting and onward travel.
- In March 2023, we published our [draft Local Transport Strategy guidance](#) for consultation with stakeholders including local authorities, COSLA, SCOTS, public agencies and advocacy groups. The **Local Transport Strategy** offers an opportunity to set priorities, agenda, direction and process for change at the local level. This review of the draft guidance is intended to support local authorities as they develop and implement their strategies at a local level. A working group is being established following the analysis of the consultation and finalised guidance will be published during the period of this plan.

Reduces Inequalities



Reduces inequalities

- Will provide fair access to services we need
- Will be easy to use for all
- Will be affordable for all

An accessible and easy to use transport system is vital to achieving our goal of creating an inclusive, equitable and just society. The actions we are taking demonstrate our commitment to improving the usability and, crucially in these times, the affordability of transport services.

Will provide fair access to services we need

- We are pursuing a new multi-annual approach to the **Accessible Travel Framework Delivery Plan**, following completion of an evaluation project by Disability Equality Scotland. This evaluation is drawing to a close and the final report is expected to be published in the coming year, ahead of publication of the third Accessible Travel Delivery Plan. Implementation of this Plan will continue to the end of the current Framework in 2026.
- The £116 million **Levenmouth Rail project** is progressing well and is on schedule to enter into service in Spring 2024. This project will deliver opportunities for the local community - unlocking access to education, culture, entertainment and employment, as well attracting new business and investment. The railway forms part of a multi-modal transport system (rail, bus and active travel) that will improve connectivity in the Levenmouth area. This includes re-opening the railway line to Levenmouth, modern accessible stations at Cameron Bridge and Leven, with passenger services starting from Spring 2024. The project will complete preparatory work to enable future electrification as part of wider ambitions to decarbonise Scotland's Railway.
- We will open the new **East Linton station** into service in December 2023, connecting the community to the rail network for the first time in 60 years. Improved access to public transport from East Linton will enable sustainable travel to and from the significant housing and employment growth taking place in the area, as well as creating new opportunities for tourism and leisure travel.
- For 2023-24, £421.8 million has been allocated in **funding for bus services and concessionary fares**, as well as investment in bus priority infrastructure through the Bus Partnership Fund. In September 2023, we introduced a Community Bus Fund to support local transport authorities to explore the

options in the Transport (Scotland) Act 2019, and to improve public transport in rural deprived areas. Through our concessionary travel scheme up to half of the Scottish population is now eligible for free bus travel. To date, the Bus Partnership Fund has already delivered bus lane cameras and traffic light equipment to help buses to travel more efficiently in Glasgow, Ayrshire and Inverness; bus prioritisation in Aberdeen City Centre; and, making a number of permanent temporary measures in Fife and Edinburgh.

Will be easy to use for all

- High-quality journey information services are essential to enable people to confidently use the public transport network and encourage modal shift. We awarded our contract in March 2023 and we are working with our supplier to implement our **digital travel data services** project in 2024-25. This work will upgrade the travel data available to people in Scotland to plan their journeys on public transport, providing information not just on routes, fares and timetables but accessibility, active and alternative travel modes, and carbon footprints.
- We continue to work towards delivering accessibility improvements, by providing step-free access at **Pitlochry, Aviemore, Kingussie & Nairn railway stations**, with the installation of new footbridges and lifts. Listed Building Consents, recently granted with conditions, for both Kingussie and Nairn stations are currently being reviewed in an effort to identify a route to progression.
- Transport Scotland continues to work closely with Network Rail in the aim of delivering step-free access at **Carstairs railway station** in as short a timeframe as possible. Whilst the initial option selected became undeliverable due to the current market conditions and its impact on cost and availability of materials, a further option has been identified and is continuing to be developed along with a delivery programme.
- Transport Scotland also works with Network Rail, ScotRail and stakeholders to develop nominations and options for the UK Government Access for All scheme. Through this step-free access was delivered at **Croy and Johnstone railway stations** in October 2022, **Port Glasgow** will be delivered by December 2023 and **Uddingston, Dumfries & Anniesland** will be delivered between March 2024 to June 2024.

Will be affordable for all

- We are working on our **Fair Fares Review** which will ensure a sustainable and integrated approach to public transport fares, making our public transport system more accessible, available, and affordable, with the costs of transport more fairly shared across government, business and society. The Review, which will report by the end of 2023, will recommend a package of measures which can be considered for implementation from 2024-25 and beyond. In addition, actions required to address the medium and longer-term issues for the cost and availability of public transport will also be taken forward in 2024.
- We know that there is much to be done in encouraging people back to rail if we are to achieve our net zero targets. The **Scotrail Peak Fares Removal Pilot** will operate between 2 October 2023 and 29 March 2024, making ticketing simpler with all off-peak fares and products that are set and controlled by ScotRail valid for travel all day, helping to encourage modal shift and make rail travel more affordable and accessible. We will carefully consider the impact of the pilot and the long-term sustainability of such a proposition before committing to any reinstatement of the pilot after 29 March 2024.
- We are acutely aware of the particular challenges faced by our island communities, where the ongoing cost of living impacts are arguably more challenging. [Ticket prices on the Northern Isles and Clyde & Hebrides ferry networks are being held at current levels](#), from October 2023 until the end of March 2024, to help people and businesses from Scotland's remote rural and island communities.
- **Ferry fares policy** is being reviewed as part of our wider Fair Fares Review. We are considering a range of initiatives that will help contribute to the Review's principle of ensuring a sustainable and integrated approach to public transport fares in the future.
- The **ferry scheme for young people**, which offers four free single (two return) ferry journeys a year to the mainland, will be extended to all island residents under the age of 22. At present the scheme covers 16 to 18 year olds and eligible full time volunteers up to the age of 26. More people will be able to access ferry vouchers as a result of this change.
- Work is underway to evaluate and monitor the **Young Persons' Free Bus Travel Scheme**, which was launched in January 2022. With over 98 million free bus journeys made by people aged under 22 across Scotland, this landmark policy is already helping young people and families with children cut costs for everyday and leisure travel, while at the same time protecting our climate. We are undertaking evaluation of the scheme during the first five

years of its operation, to assess whether the scheme is achieving its objectives and benefits and to monitor any potential negative impacts on other policy aims and other modes of transport. Fieldwork took place between April and August 2023 and a research analysis report will be published later this year. Preparatory work will take place in late 2024 to plan the next stage of the evaluation, which will take place in 2025, three years after the scheme launched.

- £2 million will be made available in next year's budget to progress **free bus travel for people seeking asylum** in Scotland. Around a third of people seeking asylum in Scotland are thought to already be eligible for the existing National Concessionary Travel Schemes through age or disability criteria. Work will continue to progress with establishing the most appropriate way to extend this to all people seeking asylum.

Takes Climate Action



Takes climate action

- Will help deliver our net-zero target
- Will adapt to the effects of climate change
- Will promote greener, cleaner choices

We continue to face a climate emergency and we need to move to a greener, more sustainable and more active means of travelling. Our actions are designed to reach our goal of Net Zero, continuing to limit our impacts on the climate and safeguarding our environment.

Will help deliver our net-zero target

- We will publish the draft **Climate Change Plan** in the coming year. This will set out our commitments and policies which will support the journey to Net Zero and help us to achieve our emissions reductions targets throughout the period of 2025 to 2040.
- Since publishing the [draft route map to achieving a 20% reduction in car kilometres](#) driven in Scotland by 2030, co-produced with CoSLA, we have undertaken engagement and consultation to inform the final route map, which will be published in the coming months. Alongside the final route map we will publish a number of supporting documents: the public consultation analysis, impact assessments, a monitoring and evaluation framework, supporting data and an accompanying Car Use Reduction Resource Guide, to support local authority and other stakeholder partners to implement interventions in the route map.

- We will develop a **Car Demand Management Framework** by 2025, which will take into account the needs of people in rural areas and island communities as well as those on low incomes and people with Equality Act protected characteristics.

Will adapt to the effects of climate change

- In August 2023, we published Transport Scotland's [Approach to Climate Change Adaptation & Resilience](#) (ACCAR) which outlines the key climate risks affecting Scotland's transport system and sets out our strategic outcomes for road, rail, aviation and maritime transport networks. Alongside this, the [second Scottish Climate Change Adaptation Programme](#) (SCCAP2) sets out the strategic approach to climate adaptation and resilience across all sectors of the economy. A draft of the third iteration of the programme, which will be rebranded as the Scottish National Adaptation Plan (2024-29) – or SNAP3 – will be published for consultation in early 2024 and then finalised for publication in autumn 2024.
- To ensure Scotland's trunk roads are well adapted and resilient to the current, projected and unexpected impacts of climate change, we will develop and publish a **Trunk Roads Adaptation Plan** and carry out an assessment of climate impacts on trunk roads using the latest UK climate projections.
- We are committed to an infrastructure solution to **address landslip risks at the [A83 Rest and Be Thankful](#)**. Delivery of a permanent and resilient solution is a priority and we will continue to seek ways to achieve that as quickly as possible. The announcement on 2 June 2023 of the preferred route option through the Glen Croe valley is a very important milestone in finding a solution to this long-standing problem. The proposed new debris flow shelter will help protect the road and road users from future landslides. We held public exhibitions from 12 to 15 June in Arrochar and Lochgilphead to invite comment on the preferred route option. The next step for the project is to progress the detailed design of the scheme and will conclude with the publication of draft Orders and an Environmental Impact Assessment Report for comment. This should be concluded by the end of 2024. At the same time, improvements to the existing Old Military Road through the Glen Croe corridor are being made to make it a more resilient diversion route until the long term solution to the problems at the Rest and Be Thankful is in place. It is expected that these works will be carried out on a phased basis starting in late 2023.
- In the current five-year railway funding period (2019 to 2024), we have allocated £4.85 billion to **maintain, operate, enhance and decarbonise**

Scotland's railway, in part to support Network Rail Scotland's Weather Resilience and Climate Change Adaptation (WRCCA) strategies.

- Our record level of **investment in rail** includes support for ScotRail and Caledonian Sleeper services and rail enhancement projects, as well as investment in Network Rail's operations and maintenance for Scotland's Railway. Spend in the Financial Year 2023-24 alone is projected to be £1.4 billion, which is an increase of some £400 million compared to pre-pandemic funding levels.
- Through our **Rail Services Decarbonisation Plan**, which will be refreshed over the coming year, we have a commitment to decarbonise passenger rail services. This work includes the electrification of East Kilbride railway line by December 2025 and decarbonisation of Barrhead services in the coming year. In 2022-23, around 13 thousand trains moved over four million tonnes of goods, saving millions of lorry miles in Scotland. 50% of these trains were electrically hauled.

Will promote greener, cleaner choices

- In February 2023, we launched a **12-month pilot for the [Mobility and Scrappage Fund](#)**, offering a grant of £2,000 in return for the safe disposal of more polluting vehicles in support of the target to reduce car kilometres travelled by 20% by 2030. The Fund, delivered by Energy Savings Trust, is piloted in lower income areas and Air Quality Management Areas in Scotland, including the islands communities. In addition, the Fund offers up to two £500 *Travel Better* grants to purchase a range of sustainable travel options, including bike, e-bike or public transport vouchers – encouraging a shift away from cars for those that choose to do so. The outcomes from the pilot will be evaluated after the Mobility and Scrappage Fund closes in early 2024.
- Scotland's economy relies upon the movement of goods, and the move to **zero emission trucks** must work effectively for our haulage and logistics sectors. We are working collaboratively across the energy, finance and logistics sectors to support Scotland's hauliers in their ambitions for cleaner, greener road freight. Our [Zero Emission Truck Taskforce, comprised of leaders](#) from haulage, manufacturing, union, energy, finance and government will finalise and publish its co-designed pathway to zero emission HGVs in early 2024.
- **Decarbonising buses** to zero-emissions further increases the benefits of bus as a preferred transport choice. Through the second round of the [Scottish Zero Emission Bus Challenge Fund](#) (ScotZEB2), we are providing up to £58 million to support swift and significant change in the bus market in favour of zero-emission technologies, building on the foundations made by the Scottish

Zero Emission Bus market Transition Scheme, and phase one of the Challenge Fund.

- We continue to **support smart ticketing** and develop smart delivery strategy projects, including drafting and survey analysis. We aim to provide smart ferry concessionary travel in Orkney and Shetland by late 2023 and improve concession data with the inclusion of on boarding and alighting data to be included in the concession ticket transactions. Our Smart Delivery Strategy will be updated in the coming year.
- The pioneering **National Smart Ticketing Advisory Board** will commence operation in late 2023, following appointment of members in autumn 2023.. Membership comprises of different modes, transport authorities, users and experts to advise Scottish Ministers on the future of smart ticketing. The Board will also advise on a national technological standard for smart ticketing, to be used in ticketing schemes to improve the interoperability of smart ticketing, setting the foundations for simpler, smart integration.

Helps Deliver Inclusive Economic Growth



The success of our economy is built upon our transport system. It helps people get to where they need to be in employment, education and training, enables businesses to trade and compete, and underpins the ongoing development of the production of our goods and services. Our actions show that we are committed to transport connectivity, place a prime value on the reliability of that connectivity, and have a vision for the use of technology and innovation in locking in the benefits of our economic system.

Will get people and goods where they need to get to

- We remain firmly committed to **completing the dualling of the A9 between Perth and Inverness**. In September 2023, following extensive market consultation, we commenced a new procurement competition for the £150 million A9 Dualling: Tomatin to Moy project. We expect to award the contract in early Summer 2024 and the project is expected to take around three years to build. This project allows Transport Scotland to set new aspirations for

carbon reduction in construction whilst creating employment and training opportunities. Work to determine the most suitable procurement options for the remaining sections of the A9 dualling is now well advanced and we expect to update Parliament on a new programme to completion in Autumn 2023.

- We remain committed to the north and north east of Scotland, including an **enhancements programme on the A96 corridor** that improves connectivity between surrounding towns, tackles congestion and addresses safety and environmental issues. The current plan is to fully dual the route and as part of this process we are undertaking a transparent, evidence-based review of the programme. Following publication of the initial appraisal report and the accompanying consultation report at the end of last year, we are now pushing forward with the further detailed work to inform the remaining stages of the review. These include a robust appraisal of the retained options alongside a Climate Compatibility Assessment and statutory assessments, with outcomes from this expected to be ready in the coming months for final public consultation, before a final decision can be reached.
- We also continue to take forward the preparation stages **for dualling the A96 from Inverness to Nairn as well as a bypass of Nairn** with a view to completing the statutory authorisation process. This includes the significant ongoing and intensive work required to prepare for publication of Made Orders, including the Compulsory Purchase Order.
- Improvements to the A75 and A77 have been identified within the second Strategic Transport Projects Review (Recommendation 40) and the UK's Union Connectivity Review as vital routes supporting the economies of both Scotland and Northern Ireland. Given the evidence, we will continue to press the UK Department of Transport on achieving full approval of our submitted business case, which is required to secure the necessary funding for design development **work on the A75** from the Union Connectivity Development Fund.
- We are committed to working with Scotland's airports to help **grow our international connectivity**, while not returning to previous levels of emissions. Aviation is such an important enabler for so many other parts of the economy and for that reason it remains our aspiration to help Scotland become as well connected as peer nations and regions. In 2023, direct connectivity was enhanced with new services from Scotland to destinations such as Atlanta with Delta Air Lines and Calgary with WestJet. JetBlue also announced their first ever service to Scotland with flights to New York JFK starting in summer 2024. We will continue to work with Scotland's airports to help secure new routes that are essential for inbound tourism, business connectivity and the economy as a whole. We will also maintain our support for Edinburgh Airport's ambitions on US 'pre-clearance' which would allow

passengers to clear immigration before boarding rather than in America. This could deliver significant economic benefits to the airport and to Scotland as a whole.

- Work is ongoing across the Scottish Government to develop the **aviation strategy**. An online [public consultation](#) on developing the strategy concluded last year and we have published an [independent analysis](#) of the responses. The consultation covered growing international connectivity and airfreight; the transition to low and zero-emission aviation; domestic connectivity; and governance arrangements in the Highlands and Islands. The transition to low and zero-emission aviation is also relevant to preparation of our Climate Change Plan and Just Transition Plans, and we will ensure that this work is joined up. In particular, we are carefully examining incentives for producing and using sustainable aviation fuel in Scotland, which can achieve significant lifecycle emissions savings compared to traditional jet fuel and also presents economic and employment opportunities for Scotland.
- We secured the continuation of the **Glasgow to Campbeltown, Tiree and Barra air services** for a further four years. This included the introduction of a residents fare for Tiree and Barra which will help to address the capacity constraint on the services that the communities told us, as part of our consultation on the specification for the services, was the biggest issue they faced.
- Regarding our commitment to **deliver six new major vessels** on the ferry network, we will continue to produce, maintain and implement a long-term plan and investment programme for new ferries and development at ports to improve resilience, reliability, capacity, and accessibility, increase standardisation, and reduce emissions to meet the needs of island communities and give confidence on our ongoing commitment supported by investment of around £700 million during the current parliamentary period.
- Delivery of the **MV Glen Sannox** is progressing and currently expected in March 2024, with **MV Glen Rosa** expected in May 2025. As with all new vessels introduced to the network, berthing trials and crew familiarisation will occur following delivery and ahead of introduction into service. Port improvements have been made at Troon to accommodate the MV Glen Sannox with consideration of works at Ardrossan ongoing.
- We are accelerating replacement of major vessels in the ferry fleet and we have provided funding for Caledonian Maritime Assets Ltd (CMAL) to procure **four new major vessels for Islay and the Little Minch routes**. These vessels are now under construction. Port improvement works at Lochmaddy are nearing completion, and works continue at Uig with completion expected by late 2024. We are progressing port enabling works on the Islay routes. Progress on the first Islay vessel (MV Isle of Islay) is well underway and will

be delivered to CMAL in October 2024. The second vessel (MV Loch Indaal) will be delivered to CMAL in February 2025. The new vessels set to serve on the Little Minch routes are also on track, with delivery to CMAL planned for 2025.

- The movement of freight works on a commercial basis, and the role of Government is to put policies and strategies in place to facilitate **modal shift to rail**. We have set a further regulatory rail freight growth target for the period 2024 to 2029. This builds on the current growth target of 7.5% and challenges the rail industry to achieve 8.7% net growth over the five-year period to 2029, with an expectation that a higher figure of 10% may be achievable. Network Rail will also be consulting and working collaboratively with stakeholders to develop a longer-term rail freight growth strategy by 2027. We continue to support this growth by working proactively with rail freight customers and the rail industry to facilitate aspirations for new and upgraded rail freight facilities. Freight Facilities Grants remain available in Scotland to help offset the capital costs of these projects.
- In addition, we continue to look at **benefits for freight in our rail decarbonisation projects** recognising that this is an important enabler for growth as electrification will improve connectivity and create additional capacity for both passenger and freight services on the rail network.
- Around seven million tonnes of wood are harvested from Scotland's forests each year and transported to sawmills, board manufacturers and other processors, mostly on 44 tonne diesel lorries. In support of the forest industries decarbonisation goals, Scottish Forestry has awarded £452,000 grant support for a three-year trial, finishing in April 2024, to pilot use of state-of-the-art **electric powered lorries to transport timber**. The project aims to test the viability of electric trucks by evaluating achievable mileage vs battery consumption, durability, and total cost of ownership
- Forest cover in Argyll (30%) is almost double the Scottish average (18%) and the area produces around 15% of Scotland's timber. However, limited local processing capacity and complex geography means that much of this timber is transported to central Scotland and Ayrshire via a circuitous route of around 190 miles on roads that are not ideal for HGV traffic. In contrast, transport across the Firth of Clyde requires a sea journey of just 50 miles. Scottish Forestry continues to support the **TimberLINK** short sea shipping service which transports 100,000 tonnes of timber a year to avoid around 8,000 lorry journeys – or nearly 1 million lorry miles. Since inception, the service has avoided 42,800 tonnes of CO2 emissions.

Will be reliable, efficient and high quality

- We continue to support the delivery of **publicly funded lifeline ferry services** in cases where essential connectivity cannot be met by the normal operation of the market, through the management of Clyde & Hebrides and Northern Isles contracts.
- We continue to support Scottish Rail Holdings in overseeing its publicly owned and operated subsidiaries - ScotRail Trains Ltd and Caledonian Sleeper Ltd - to provide high quality rail passenger services across Scotland's Railway and beyond.
- We will update our Road Asset Management Plan which sets out how Scotland's trunk road network is maintained strategically and efficiently in order to protect our assets and ensure maximum value for money from our road maintenance activities.

Will use beneficial innovation

- **Mobility as a Service (MaaS)** aims to provide people with accurate multi-modal travel information, so they can decide the best way to undertake, and pay for, their journey. MaaS solutions contain the ability to provide journey planning, real-time travel information and mobile payment facilities in one digital application, empowering passengers to use alternative ways to travel, thus reducing use of private cars, and in turn carbon emissions. It also complements innovative future transport policy modes, such as connected autonomous and electric vehicles, low emission zones and 20-minute neighbourhoods. We have invested over £2 million through our [MaaS Investment Fund](#) which aimed to **test the viability of the MaaS concept** in Scotland. Five projects were awarded funding, covering a mix of rural and urban areas - the Highlands and Islands, Tayside and the South East of Scotland, and all will complete in the coming year. Over the next six months, work is underway to ensure that the results from these projects are analysed and evaluated, forming the evidence base necessary to determine any future policy and funding requirements such as whether successful elements can be rolled out to other areas of the country.
- On 19 June 2023, we published our [Vision for Scotland's public electric vehicle \(EV\) charging network](#), setting out what an ideal public charging offer for cars and vans would look like across Scotland. Through our EV Infrastructure Fund we will enable £60 million of public and private investment to double the size of the public charging network to 6,000 charge points by 2026 and create the conditions for much greater commercial investment in public electric vehicle charging across Scotland. As part of the approach we

are supporting Scotland's local authorities to develop public electric vehicle charging strategies and infrastructure expansion plans. These plans are identifying local and regional charge point needs, the investment requirements, as well as the best approaches to delivering collaborative investments with commercial charge point operators. Scotland's public EV charging network will gradually evolve over the coming years to be less focused on ChargePlace Scotland, while retaining the ability for drivers to seamlessly travel across a more diverse charging network with greater charging opportunities and even better levels of driver experience.

- The £1.6 million [Plugged-in Communities Community Transport Fund](#) has continued to support a wide range of community transport organisations in 2023-24. The grant fund is enabling Community Transport organisations to purchase zero emission vehicles including wheelchair accessible vehicles and the associated charging infrastructure. There has been significant demand and this year's fund has been fully allocated. Interested parties can still register their interest with our delivery partners at the Energy Savings Trust should future rounds of funding become available.

Improves our Health and Wellbeing



Improves our health and wellbeing

- Will be safe and secure for all
- Will enable us to make healthy travel choices
- Will help make our communities great places to live

A healthy community is a key theme of our Programme for Government, and a healthy community needs a safe and secure transport environment, which in turn gives us the confidence to make bolder, greener and healthier travel decisions. Our actions reflect our vision of making our communities cohesive, sustainably healthy and great places to live and work.

Will be safe and secure for all

- We will implement a **National Speed Indicator** and increase the use of visual deterrents and enforcement across the road network with the aim of improving speed limit compliance and further enhancing safety across the road network. We have worked with the operating companies and local authorities to install speed indicators across the country. Indicators are now configured to collect data which will be used to evidence speed compliance on Scotland roads and can be broken down by road type and vehicle type. The monitoring and research of speed provides insight into not only speed compliance but driver

behaviours. The collected data will inform an analytical product that will be used to identify patterns and issues, thereby focusing partnership efforts in the right places on the road network.

- We are working to ensure all appropriate roads in built-up areas have a **safer speed limit of 20 mph**. A task group has been established to help determine the number of roads affected and communication plans are currently being developed, alongside research to shape a national campaign that will focus on promoting the benefits of lower speeds and encourage behaviour change pre and post implementation. The number of appropriate roads have been identified and the task group have agreed on the optimum route for delivery to meet the 2025 deadline. Highland Council have begun implementing 20 mph speed limits on their roads with other local authorities expected to reduce limits on their respective networks in 2024/25. Full implementation of this policy will have a positive impact on the perceptions of road danger. It will help to create more pleasant streets and neighbourhoods, encouraging people to walk wheel and cycle, supporting Scotland's health, road safety and active travel aspirations.
- We are working with Police Scotland and Scottish Government Justice teams to develop an **online reporting system for dangerous driving**, making it easier to submit digital evidence to report poor road user behaviour and to support making Scotland's roads safer for all – especially for pedestrians and cyclists. Police Scotland plan to utilise the Digital Evidence Sharing Capability (DESC) Programme, currently in pilot in Dundee, which will allow a request for digital evidence to be sent to a member of the public for submission. The DESC based solution is predicated on an assessment of a crime already having been established. Full implementation of DESC is being considered alongside other infrastructure and IT spends, in light of the 2024/25 budget settlement.
- Over 2023 and 2024, we are helping local authorities deliver **Low Emissions Zones (LEZs)** in Scotland's four largest cities. This is a key initiative to improve urban air quality and to ensure that everyone, but particularly the oldest, youngest and those with pre-existing medical conditions, are protected from the harmful impacts of poor air quality in our city centres. On 5 April 2023, an [online vehicle emission checker and a Blue Badge exemption registration scheme](#) were launched. Phase 2 of the LEZ in Glasgow commenced enforcement on 1 June 2023. Extensive awareness campaigns have been led at national level by Transport Scotland and at local authority level by Glasgow City Council. Dundee is expected to start its LEZ enforcement on 30 May 2024, followed by Edinburgh and Aberdeen which will be expected on 1 June 2024. Any lessons learned from the launch of Glasgow's enforcement will be shared with the other cities.

- We will introduce regulations to provide Local Authorities with the tools to be able to issue Penalty Charge Notices for cars **parking on pavements**, at dropped kerbs and double parking to bring national enforcement of pavement parking bans in 2023, with exemptions as designated by local authorities. We will also work with local authorities to provide support and ensure that local transport strategies fairly consider the needs of climate change, as well as the impact on road users, including pedestrians, cyclists, public transport users and disabled car users in their approach to car parking.

Will enable us to make healthy travel choices

- The **Active Travel budget** is being used to support people in making healthier travel choices by making it easier to walk or cycle for short daily journeys with the provision of new and improved infrastructure in our communities, and also connectivity into our public transport network, meaning more people can move away from single-use private car journeys and toward more sustainable modes, which is our vision as set out in the Sustainable Travel Hierarchy.
- We are implementing the **Active Travel Transformation Project** to help realise our commitment to prioritise walking, wheeling and cycling. We need to ensure that our delivery practices maximise outcomes and provide infrastructure at the pace and scale we need for transformational change. Within the 2023-24 budget, almost £170 million has been allocated to fund infrastructure projects, behaviour change initiatives and improving access to bikes for people of all ages and abilities, meaning more people can move away from single-use private car journeys and toward more sustainable modes, which is our vision as set out in the Sustainable Travel Hierarchy
- The £20 million **Active Travel Transformation Fund** has brought forward the delivery of ambitious local authority-led infrastructure projects. This has introduced a new delivery and funding approach, prioritising direct capital funding from Transport Scotland to delivery partners, to help expedite delivery of Active Travel infrastructure, and will help ensure increased budget from 2024 to 2025 can be maximised.

Will help make our communities great places to live

- We continue to support local authorities in 2023-24 through the Community Bus Fund to look at different ways of **delivering bus services** in their areas and make use of the bus provisions in the Transport (Scotland) Act 2019.

The remaining regulations and guidance to fully implement the bus franchising and partnership powers will be introduced throughout 2024.

- In September 2023, we laid regulations that enable local transport authorities to **explore the bus franchising and partnership powers** in the Transport (Scotland) Act 2019. From 4 December 2023, local transport authorities can work with operators to improve the quality and efficiency of local services through a Bus Services Improvement Partnership or develop a franchising framework to help them revitalise bus networks according to their own needs.
- Through the active travel budget, we are currently supporting the design of an **active freeway network** for Scotland where people can walk, wheel and cycle safely and confidently on high-demand corridors in Scotland's large urban areas. Over the period of this plan design work will be developed in collaboration with delivery partners.
- Sustrans' **Places for Everyone programme** includes initiatives that ensure projects are informed by local need and delivering spaces people are attracted to spending time in, rather than simply passing through. This can support more cohesive communities as well as creating footfall for local businesses.
- We work with local authorities, regional transport partnerships, and other stakeholders across Scotland to support the development and appraisal of **local transport plans and proposals** which are appropriate to their local area. We also advise on the production of transport business cases which may evolve from these appraisals, including those that emerge from the 45 recommendations in the second Strategic Transport Projects Review. We also engage with local planning authorities to ensure that their development plans are supported by a robust transport planning process which considers sustainable transport alternatives and where necessary mitigates the impact of development related traffic on the strategic transport network. In the coming year:
 - Over the coming year we will be working with the stakeholders in Fort William to develop an **Integrated Transport Plan** for the town, as recommended in the second Strategic Transport Projects Review. Only by putting the "place principle" at the centre of this work, will we achieve the right solution to the transport challenges faced by residents, visitors and businesses.
 - As part of the reopening of the Levenmouth rail line we will continue to work with local partners to maximise the benefits through the **Levenmouth Reconnected programme**. The programme aims to maximise the economic and social value of the new railway as the stimulus to improve and integrate bus and active travel connectivity (as outlined in the Levenmouth Sustainable Travel Study 2019) and open the local communities of the wider Levenmouth area as places to live, work, visit, learn, play and grow.

- Our £330 million **investment in the Aberdeen to Inverness** rail route has allowed ScotRail to significantly increase local services in Aberdeenshire over the past five years.



**TRANSPORT
SCOTLAND**

CÒMHDHAIL ALBA

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