



TRANSPORT
SCOTLAND
CÒMHDHAIL ALBA

National Transport Strategy

Fifth Delivery Plan

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Ministerial Foreword

I am pleased to present the fifth Delivery Plan for Scotland's National Transport Strategy. Over the past year, I have been deeply impressed by the dedication of all our partners across the transport sector. Their commitment, especially in the face of financial pressures, has been vital in driving progress toward a transport system that is sustainable, inclusive, safe and accessible.

The 2026-27 Scottish Budget sets out tax and spending plans for the year ahead and confirms that the Scottish Government will invest £4.3 billion in transport across Scotland in 2026-27, supporting both the maintenance of our existing infrastructure and the development of new projects.

Transport is a fundamental part of daily life for people of all ages across Scotland. It is essential for wellbeing, enabling social connections, access to leisure and vital services such as healthcare. It underpins nearly every aspect of economic activity, but its impact extends far beyond economics.

It also plays a central role in delivering the First Minister's key priorities of eradicating child poverty, growing the economy, tackling the climate emergency, and improving public services. These priorities align closely with the priorities of the Strategy: to reduce inequalities, take climate action, enable inclusive economic growth and improve our health and wellbeing.

Transport is vital in reducing inequality and supporting Scotland's transition to net zero. It connects people with communities and employment opportunities, particularly those who rely on it most. Our commitment to the removal of peak rail fares and the freeze on ticket prices are significant measures that help households retain more of their income while encouraging a shift from car use to more sustainable travel, contributing to climate goals.

Major infrastructure programmes including dualling of the A9, upgrading of our ports and harbours and investment in modernising our ferry fleet play a central role in the delivery of our economic growth. And, to improve our health and wellbeing, we are taking forward active travel infrastructure improvements and implementing a range of road safety measures.

In July 2025, we published our [Connecting Scotland – The Value of Transport](#) report, which illustrates that transport plays a pivotal and decisive role in the economy: facilitating people getting to work, goods being distributed and delivered – including all goods exports – and heavily supporting sectors such as tourism and renewables.

[The Transport and Travel in Scotland 2024 report](#) published in November 2025 found that, whilst travel patterns have changed, the levels of travel have now returned to where they were immediately prior to the COVID-19 pandemic.

Across Scotland, a wide range of partners and stakeholders — including local authorities, regional transport partnerships, businesses, and individuals — play an important role in delivering the National Transport Strategy. For the first time, this Delivery Plan also highlights some of the work being undertaken by our partners.

The actions set out in this Plan continue to drive forward our vision for a sustainable, inclusive, safe and accessible transport system, helping to deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors.

Progress since the previous Delivery Plan

This information is correct as of 18 March 2026.

Since [publishing the fourth Delivery Plan](#) in December 2024, we have made significant progress across the transport portfolio by completing key projects and marking important milestones. At the same time, the Scottish Government remained focused on the essential maintenance and operations of our transport system, which underpins daily life and economic activity by connecting people to jobs, education, services and leisure.

In 2025, we took action to make public transport more accessible and affordable. Concessionary schemes continue to make travel cheaper, with over two million people able to travel by bus for free and eligible island residents receiving free ferry vouchers. ScotRail peak fares were permanently removed to ease cost-of-living pressures and encourage sustainable travel, and fares will be frozen for twelve months from 1 April 2026. We also launched a one-year pilot offering free rail travel for companions of blind and partially sighted people holding a +1 National Entitlement Card.

Free interisland ferry travel for under 22s was introduced in Orkney, Shetland and the Western Isles on 1 April 2025 and, in the first nine months, young people made almost 70,000 free interisland journeys using their Young Scot or NEC card. Island residents aged 19–21 can also receive four free annual ferry trips to the mainland. We will retain RET for passenger and islander fares while reviewing how it applies on longer routes. We have introduced new legislation that will allow concessionary travel to be suspended for anti-social behaviour, and we continued work on

accessible travel and invested £20 million in bus infrastructure in 2025-26 to improve journey times and accessibility.

We announced a £342 million investment in new battery-electric trains and electrification works on the Fife and Borders lines, alongside ongoing upgrades on the Haymarket–Dalmeny route as well as replacing some of Glasgow’s Suburban trains. The Levenmouth rail line’s first year saw around 300,000 journeys, with more frequent services and extra carriages added. Electric trains also began running on the East Kilbride route following major station and accessibility improvements. We published Rail Recharged, outlining plans to replace ageing fleets, and continued work to improve rail safety. Ministers’ rail upgrade requirements are being delivered, and funding supported Regional Transport Partnerships and SPT’s Subway Modernisation Programme. In addition to this, Birmingham International was added as a new calling point to the Highland Caledonian Sleeper service, the first major timetabling change in 30 years.

We remain committed to the A9 Dualling Programme, progressing statutory approvals, awarding the fourth construction contract and starting procurement for the fifth, with capital funding confirmed for all remaining sections. The Scottish Government also reaffirmed its commitment to dualling the A96, completing statutory land acquisition for the Inverness–Nairn section and the Nairn Bypass. Work continues on medium and long-term improvements at the A83 Rest and Be Thankful, and temporary propping on the M8 Woodside Viaduct. We also continued working with Distribution Network Operators to plan future electricity network capacity to support transport decarbonisation.

We published the Islands Connectivity Plan Strategic Approach and the long-term Vessels and Ports Plan, and are now carrying out community needs assessments across the ferry network. Despite global supply chain delays affecting new vessel construction, two major vessels - MV Glen Sannox and MV Isle of Islay - have been delivered, and seven new electric ferries have been procured under phase 1 of the Small Vessel Replacement Programme.

We have started the procurement process to replace the MV Lord of Isles and continue the business case development for phase 2 of the Small Vessel Replacement Programme, Transport Scotland and CalMac agreed to bring Clyde and Hebrides Ferry Services into full public control from October 2025, supported by nearly £4 billion over ten years, and we have provided over £361 million to local authorities to support local ferry services and interisland connectivity between 2018-19 and 2026-27. CMAL have successfully concluded the negotiations for the purchase of Ardrossan Harbour which will bring the port into public ownership and, following further design and business case development, enable the regeneration of the port.

We continued to reduce casualties in line with the Road Safety Framework to 2030. To support this, a record £48 million was dedicated to road safety in 2025/26, to reduce casualties and risks on our roads delivering against our priorities within our framework. This funding included £12.25 million for low cost trunk engineering measures and 20 mph delivery on trunk roads; £12.25 million Road Safety Improvement Fund for local authorities to enhance local road safety; £10 million to support local authorities to deliver 20 mph speed limits on appropriate local roads by March 2026; £7.7 million to Police Scotland through the Safety Camera Programme to continue to deliver targeted safety cameras deployments; £5.8 million to deliver a series of national driver behaviour change campaigns. We also upgraded variable message signing at 29 motorway gantries and awarded a new long-term contract with a value of up to £25 million to modernise electronic signage across our trunk road network.

We remain committed to reducing our environmental impact and meeting the Scottish Government's target of net zero by 2045. Under our Carbon Management Plan, we removed gas from our buildings in 2025 and achieved our Scope 1 zero-emissions target by installing an Air Source Heat Pump at the Traffic Scotland National Control Centre. We continue to support decarbonisation by helping councils develop demand-management policies, promoting sustainable travel, and rolling out zero-emission buses through the ScotZEB fund.

Rail freight continues to cut emissions, with over twelve thousand freight trains in 2024-25 removing 67 million lorry miles and saving 347,000 tonnes of carbon. We also allocated £2 million to the LEZ Support Fund, removing over 300 polluting vehicles and helping more than 170 people shift to sustainable transport. We published a renewed policy statement with COSLA to reduce car use and set a draft target to cut car emissions by 16% between 2026–2030. Work is underway to strengthen governance and delivery frameworks for car-use reduction. Further action includes new five-yearly carbon budgets, publication of the draft Climate Change Plan, progress on HGV decarbonisation, enhanced climate-risk planning and a new Trunk Road Adaptation Plan.

Fifth Delivery Plan: Introduction

Vision, Priorities, Outcomes and Policies

The Scottish Government published the National Transport Strategy in February 2020, setting out its vision for Scotland's transport system over the following 20 years.

Our Vision

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

Promotes equality

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

Takes climate action

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

Helps our economy prosper

- Will get us where we need to get to
- Will be reliable, efficient and high quality
- Will use beneficial innovation

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

Developed through collaboration with partners and stakeholder engagement in urban, rural and island communities, the Strategy's vision for transport is underpinned by four priorities, each with three associated outcomes. The Strategy is the basis upon which we take decisions and evaluate the success of Scotland's transport policies going forward.

A range of strategic policies were also developed to drive change and address the challenges to achieve the priorities and outcomes, and to deliver the vision. The policies are high-level statements of intent and are presented throughout the document under the outcomes.

This Delivery Plan sets out the range of actions the Scottish Government is currently developing for the next year to support the delivery of a sustainable, safe, inclusive, resilient transport system that meets the needs of individuals, businesses and

visitors, and is accessible to all. Impact assessments for each action are carried out during the policy, project and programme development stage.

Monitoring

The Strategy has a Monitoring and Evaluation framework, which highlights headline and secondary indicators that we routinely monitor and report on. Baseline figures were published in 2022 and, in 2024, we published our [Monitoring and Evaluation report](#) which provided an update on the baseline position. We will continue to monitor the Strategy, producing three-yearly reports on progress. This year, we will also provide an update to the Scottish Parliament on the progress of the Strategy.

Over the past year, we have been working with Public Health Scotland to develop a suite of indicators that will measure transport poverty. These draw on many of the indicators already reported as part of our monitoring and evaluation and transport poverty will feature distinctly in future monitoring reports and progress reports.

There are also a number of annual statistical publications, such as [Transport and Travel in Scotland](#), which include some of the Strategy's monitoring and evaluation indicators as well as providing statistics on many other issues related to transport.

Financial Context

Alongside the 2026-27 Scottish Budget, the Scottish Government also published in January 2026:

- [The Scottish Spending Review](#), which outlines indicative spending plans for resources up to 2028-29 and capital up to 2029-30. This also includes Portfolio Efficiency and Reform Plans to deliver £1.5 billion of recurring efficiency savings by 2028-29. Chapter 9 of the Review focuses on transport.
- The [Draft Infrastructure Strategy](#), which outlines Scotland's decade-long infrastructure ambitions and provides a framework for future spending reviews and budget decisions. The Strategy is currently open for consultation with the deadline for responses on 5 May 2026.
- The [Infrastructure Delivery Pipeline](#), which sets out the infrastructure projects and programmes the Scottish Government will fund over the next four financial years. This features a list of transport projects and programmes in delivery or development.

Engagement

A significant event over the past year was the Scottish Transport Summit in Glasgow in September 2025, bringing together almost 70 leaders from across the sector to discuss the economic value of transport in Scotland. The focus was on ensuring our transport system works to eradicate child poverty, grow our economy, tackle the climate emergency, and deliver a safe, sustainable, future-proofed transport system. Much of the discussion was on the [Value of Transport report](#) outlining how the sector is estimated to support just over 150,000 full time equivalent jobs, and just under £10 billion Gross Value Added (GVA). This represents between 6-7% of the total workforce and Scottish GVA. On this basis alone, decisions about transport have tremendous power to influence Scotland's economy.

Our ongoing engagement with a range of organisations is key to our work. The Transport Equality Group, established in 2024, includes representation from BEMIS, Scottish Youth Parliament, Mobility and Access Committee for Scotland, Engender and Age Scotland. The group aims to address and advocate for equitable transport solutions that serve all members of our community. It focuses on identifying barriers to access for marginalised communities, discussing policies that prioritise inclusivity and diversity in transportation planning, and providing a platform for diverse dialogue and collaboration.

To support the Inclusive Economic Growth priority, we engage with a range of businesses and industry through the Transport Business Group. Transport matters are also featured at the bi-annual Convention of the South of Scotland and the Convention of the Highlands and Islands events, each attended by a variety of key regional partners.

Reduces Inequalities

There are three outcomes under the Reduces Inequalities priority:

1. Will provide fair access to services we need;
2. Will be easy to use for all; and,
3. Will be affordable for all

We are progressing the activities set out in the [2024-2026 Accessible Travel Framework Delivery Plan](#). Activities are spread across seven workstreams, including clear pathways, journey planning, improving passenger experience, and improving the evidence base. Planning for the Framework's successor, including a stakeholder engagement route map, will continue.

The **Accessible Travel Programme Delivery Board** will continue to meet to ensure progress is made against the [Framework Delivery Plan](#). We will engage further with disabled people and disabled people's organisations, including the Mobility and Access Committee (MACS) and Disability Equality Scotland, to ensure that the successor Framework accurately represents the challenges and opportunities that disabled people face while travelling.

We will **continue to sponsor MACS**, which advocates for accessible transport and ensures disabled people are meaningfully involved in policymaking across all modes. MACS will continue to advise on rail, ferries, aviation, public and community transport, and active travel, while also addressing cross-cutting issues and future transport technologies. The Committee will support Transport Scotland in developing the successor Accessible Travel Framework.

We will continue to support delivery of concessionary travel and the **National Concessionary Travel Schemes** for those groups who currently benefit, carrying out further policy development to consider better targeting of public funds towards supporting access to public transport for those who need it most.



As of 1 March 2026, children and young people in Scotland have now made over 289 million journeys since the Scottish Government introduced **free bus travel for under-22s** four years ago. The scheme has transformed how young people are accessing public transport, helping to eradicate child poverty, support

climate action and boost the economy by opening access to education, jobs and leisure. Over 80% of eligible young people now have access to the scheme through a National Entitlement Card or Young Scot National Entitlement Card.

We launched the **Bus Infrastructure Fund** on 10 September 2025, which is delivering improvements for passengers as well as continuing the development of more ambitious schemes across the country. By the end of March 2026, the fund will have delivered improved passenger waiting areas including lighting and information at Ninewells Hospital, bus priority at a number of traffic signals in Glasgow and Midlothian to reduce passenger journey times, and a bus gate in West Edinburgh. The widespread upgrade and expansion of Real Time Passenger Information including in Falkirk, Dunfermline, Clackmannanshire, Aberdeen, Aberdeenshire and Shetland.

Following an announcement as part of the Scottish Budget 2026-27, £1.8 million is being invested in the Northern Isles ferry services to [reduce fares for islanders](#) to low season rates, making travel more affordable year-round.

From 24 March 2026, islanders in Orkney and Shetland will benefit from the **removal of mid and peak season fares on the Northern Isles Ferry Services**, operated by Serco NorthLink.

From June 2025, young people aged 19-21 who live on Scottish islands are eligible for [concessionary ferry vouchers](#) for travel between their home island and the Scottish mainland. The voucher scheme provides four single (or two return) free ferry trips each year to eligible island residents in Orkney, Shetland, the Outer Hebrides, islands in North Ayrshire, Argyll and Bute and Highland Council areas. The scheme currently supports young people aged 16-18 and full-time volunteers up to 25. We will monitor and evaluate the uptake and impacts of the new under 22s concessionary ferry travel schemes and consider potential enhancements.

We will continue work on the **Community Needs Assessments** for all Clyde and Hebrides Ferry Services (CHFS) and Northern Isles Ferry Services (NIFS) routes to establish communities' transport connectivity needs, identify transport dependencies, and propose options to address any under or over provision of existing services. Communities also feed into CalMac through the Ferries Community Board, who represent communities and businesses across the network.

Through CalMac's Enhancement and Change Plan, we will **review the current deck space reservation pilot** for Mull, Coll and Tiree and, if this has delivered the intended benefit, engage with other communities on potential roll-out opportunities. This should allow greater opportunities for island communities and those who require to travel with a vehicle at shorter notice. The pilot is working well and was extended to Sound of Harris and Sound of Barra routes in the Winter 2025/26 timetable with continuing community engagement. Further meetings of the Working Group will take place in 2026 to monitor and consider improvements to the pilot, including a request for islander prioritisation.



We will maintain our close working with the Department for Transport and Network Rail, progressing the ongoing feasibility work, seeking to identify options to **improve accessibility for the Scottish stations** selected to receive Access for All funding in rail Control Period 7 (2024-2029). In addition, works to improve

accessibility at Dunkeld and Birnam Rail Station commenced in late 2025/26.

We maintain our ambition for a public transport system which is more accessible, available, and affordable. We want to enable people across Scotland to make positive and proactive choices to use public transport. Crucial in realising this ambition will be an integrated public transport system. We will continue to develop options for how we can ensure that fares, services and ticketing are better integrated.

We continue to receive advice from the National Smart Ticketing Advisory Board on the **development of integrated smart ticketing in Scotland**, including national standards to improve integration across modes. The Board delivered several early improvements and published its 2025 annual report. It also submitted the Standards and Technology Advisory Report (STAR) in October 2025, providing the first formal recommendations on smart and integrated ticketing. This year, we will introduce secondary legislation to update ticketing definitions and guidance.

Our [Smart and Integrated Ticketing and Payments Delivery Strategy 2024](#) sets out our road map for delivery of a national integrated ticketing system. A National Smart Ticketing Advisory Board workshop was held in February 2026 to refine the STAR recommendations and support business case development of the national system. The strategy also sets out how we will build on the six regional multi-operator smart ticketing schemes already available across Scotland, taking forward legislation within the Transport (Scotland) Act 2019 to enhance ticketing schemes, developing best practice guidance for ticketing schemes and setting a national technological standard, as advised by the Board.

To better support public transport integration, we will introduce phased **improvements to the [Traveline Scotland website](#) and app** to include real time bus location information and other features. A number of planned upgrades to service were made over the past year, including accessibility enhancements and more real-time information supporting live vehicle tracking on a map. Iterative improvements include the introduction of a 'next generation' data management system, supporting journey planning and disruption management systems, and alighting alerts to notify passengers that their stop is approaching.

We have launched a [pilot scheme for a £2 bus fare cap](#), backed by £10 million. The pilot initiative aims to make bus travel more affordable, improve access for low-income communities, and support sustainable travel for people within the pilot areas. ZetTrans (Shetland) and HITRANS (Highland, Moray, Argyll & Bute, Orkney, and the Western Isles) areas were selected for the pilot, which was launched on a phased basis in January 2026 in the ZetTrans region before being rolled out on a phased basis across the HITRANS region in February and March.

We continue to provide local authorities with resources for the **support of community transport services** through the local government finance settlement.

This funding is not ring-fenced and it is for individual local authorities to allocate funding as they see fit across their range of programmes taking into account local need and circumstances. Funding is also provided on an annual basis to the Community Transport Association Scotland to provide support for community transport groups that already exist, renew those that have lapsed and support the formation of others where there are currently none.

From 1 April 2026, [companions of blind National Entitlement Cardholders \(NEC + 1\) will be able to travel free on rail services across Scotland](#). This has been made permanent following a positive evaluation by Transport Scotland on the pilot that ran from April 2025. **Cardholders and a companion can now travel free on bus, ferry and rail services across Scotland**, making public transport more affordable and accessible.

Through the People and Place programme, we will **support Transport to Employment and Transport to Health interventions**, as part of a wider transport policy package of the latest Tackling Child Poverty Delivery Plan (2026 to 2031). This package includes the continuation of the concessionary travel schemes and a new £19 million Transport to Employment offer.

Takes Climate Action

There are three outcomes under the Takes Climate Action priority:

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

In November 2025, the Scottish Government published the [draft Climate Change Plan](#) which includes 28 actions for the transport sector to support meeting Scotland's new statutory carbon budgets. In 2026, we will reflect on the parliamentary scrutiny and public consultation responses on the draft Climate Change Plan, as they relate to transport alongside the Climate Change Committee's Progress report for Scotland to inform the transport contribution to the final Climate Change Plan, due to be published in Spring 2026. Following publication of the final Plan, the emphasis will continue to be on collaborative delivery with local authorities, regional transport partnerships, private sector, eNGOs, and continuing to engage the UK Government on its role. It will take action by all parts of society - Governments, businesses, householders and local authorities – to tackle the climate emergency.

In June 2025, we published jointly with COSLA a [renewed policy statement on reducing car use in Scotland](#) setting out the key next steps. As part of delivering this we set a new draft target in the draft Climate Change Plan in November 2025

and commenced a Regulatory Check on local road user charging powers within the Transport (Scotland) Act 2001. The new target for car use will be finalised within the final Climate Change Plan. The Regulatory Check on local road user charging powers will also continue working with key stakeholders as part of a technical working group. Governance arrangements for the delivery of car use reduction will be formalised through a Car Use Reduction Delivery Group consisting of stakeholders including COSLA, RTPs, SCOTS and other areas such as bus and active travel, strategy, planning and health. During 2026, this group will take forward collaborative development of delivery plans for car use reduction in Scotland. A potential national Communications and Engagement campaign for 2026-27 will continue to be co-developed by a working group of partners.

We invested £41.7 million over the course of the 2024-25 and 2025-26 financial years, leveraging more than three times that amount of private funding, to increase the size of our **zero-emission bus and coach fleet** by 252 zero emission vehicles and establish a network of charging facilities open to a range of heavy-duty vehicle fleet operators. This will bring the total number of zero-emission buses in Scotland to 800, supported by investment of over £150 million since 2020. Through our EV Infrastructure Fund, we will work with Scottish local authorities to continue to develop Scotland's public EV charging network, using a mix of public and private investment.

We have [awarded £6.3 million to eight local authorities](#) to **improve public charging infrastructure for electric vehicles** in the south of Scotland. The funding will support the installation of 1,770 additional public charge points across the region, with the councils working in partnership with the private sector. The South of Scotland Electric Vehicle Infrastructure Fund project is being led by City of Edinburgh Council and includes Clackmannanshire, Dumfries & Galloway, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian Councils. This was the final award from our £30 million Electric Vehicle Infrastructure Fund.



In August 2025, we launched a grant offering up to £3,500 to install **cross-pavement charging solutions**. The scheme was open to all legal cross-pavement charging technologies and was open to all local authorities that wished to take part. This year, we will continue with the scheme, whilst working closely with the Scottish Collaboration of Transport Specialists (SCOTS) which is developing national guidance addressing the legal, safety and practical issues associated with the provision of cross-pavement charging.

On 30 January 2026, we published the [analysis of the Transport Just Transition Plan consultation](#). The feedback highlighted that the final Plan should be more

action-focused, that there needs to be greater consideration of the needs of vulnerable groups and those living in rural areas, and that improvements are needed to public transport to make it a viable and accessible option for all. We will begin the development of a full Transport Just Transition Plan following the publication of the final Climate Change Plan, and aim to publish our final plan by the end of 2026.

We are coordinating the development of a **Public Sector Fleet Decarbonisation Action Plan** which guides public sector fleet decarbonisation in order to achieve updated Statutory Climate Change Duties for Public Bodies and supports the public sector reform agenda.

We awarded £3.4 million to increase the shift of freight from road to rail or water through the **Freight Facilities Grant** in 2025-26, and a further £2.5 million is being provided in the 2026-27 Scottish Budget.

The latest round of the **Plugged-in Communities Fund** in 2025-26 provided £4 million to support community transport operators to purchase 56 zero emission vehicles, including wheelchair accessible vehicles, and the associated charging infrastructure.

Scotland's transport network faces the threat of severe weather all-year round. Over the last three years, flooding has restricted the trunk network an average of 62 days each year, compared with the 2015-2017 average of 20 days. A new plan to ensure Scotland's **trunk road network remains resilient and reliable** in the face of climate change has been published. The Trunk Road Adaptation Plan identifies climate impacts on the network and guides future resilience actions. Our **Vulnerable Locations Group** is delivering targeted adaptation works, supported by a new prioritisation tool to rank climate-vulnerable sites and inform investment decisions.



In November 2025, experts from roads, rail and ferries held a **severe weather event** to [outline their plans to prepare for the impact of severe weather](#) on the transport network.

Representatives from Transport Scotland, Police

Scotland and the Met Office were joined by ScotRail, Network Rail, CalMac and our South-West Unit Operating Company at Shettleston Rail Depot in Glasgow to remind people that difficult conditions can present a challenge at any time of year, and how their preparations must be ready to tackle more than just snow and ice over the winter period.

In 2025-26 we commissioned **research into the skills requirements in the road transport sector for net zero**. This will map out requirements up to 2045 to produce a routemap which we will share with industry and seek to develop joint actions in 2026-27 as a continuation of the work of the Zero Emission Truck Taskforce.

We will publish a **Net Zero Route Map** which will aim to achieve Net Zero emissions associated with the operation, maintenance and improvement of the Trunk Road network by 2045.

We will adapt our transport system to remain resilient and reduce the harmful effects of climate disruption on future generations. The **Approach to Climate Change Adaptation and Resilience (ACCAR)** outlines the key climate risks affecting Scotland's transport system and sets out our strategic outcomes for Road, Rail, Aviation and Maritime transport networks. In 2026, the ACCAR Governance Group will continue to progress action towards the delivery of strategic outcomes and sub-outcomes set out in the ACCAR, and work collaboratively with stakeholders to strengthen adaptation efforts.

A **Sustainable Trunk Road Infrastructure for Drainage Engineering (STRIDE)** working group will be established to foster cross-sector collaboration and innovation in addressing drainage challenges from more frequent and intense flooding events on our trunk roads.

We continue to support active travel, with **data showing that active travel projects are encouraging greener travel**. Over a two-day survey period on 24 and 25 September 2025, traffic surveys recorded 5,287 bikes on the South City Way cycle route on Victoria Road in the south of Glasgow. This was out of a total of 32,894 methods of travel recorded, meaning that 16.1% of people cycled their journey – a new record mode share for cycling on the South City Way.

We are introducing new [rural and island EV infrastructure grants](#) to help enable the delivery of approximately 24,000 additional public electric vehicle charge points by 2030; as well as expanding support for skills to help businesses and the workforce to adapt to zero emission vehicles, including developing capacity in colleges in EV and charge point maintenance and repair and a new heavy-duty vehicle just transition initiative.

We continue to work to enable the **removal of emissions from the HGV sector** in line with Climate Change Plan commitments, exploring investment in decarbonised vehicles and charging infrastructure. In 2026, Heriot-Watt University will publish the third iteration of [their research work](#).

We will continue to actively engage with **Distribution Network Operators** and the National Energy System Operator and will continue to build an evidence base for

investment based on sound understanding of the charging infrastructure and electrical load required to support road transport electrification.

We will continue **construction works of the Borders Line and Fife Circle**, and further advance works on the Haymarket – Dalmeny section of the line, with entry into service of this section of line planned for 2027.

Helps Deliver Inclusive Economic Growth

There are three outcomes under the Helps Deliver Inclusive Economic Growth priority:

1. Will get people and goods where they need to get to;
2. Will be reliable, efficient and high quality; and
3. Will use beneficial innovation

In 2026-27 we will invest **nearly £1.2 billion in ensuring our motorway and trunk road network is safe, resilient and efficient**, and **over £1.6 billion will be invested in rail**. We remain dedicated to the safe operation and maintenance of Scotland's trunk road and bridge network, using established and robust asset management and environmental principles, allowing it to contribute to Scotland's sustainable economic growth.

The **Infrastructure Strategy** was [available for consultation](#) in January 2026 and published alongside the [Infrastructure Delivery Pipeline](#), which sets out major Scottish Government capital investments, including transport. Parliament will be updated on the Pipeline every six months, which will be revised alongside future Spending Reviews, allowing projects to move from development into the Delivery Pipeline once business cases and funding are approved. Transport projects within the pipeline align with the second Strategic Transport Projects Review and wider government investment plans. We will continue to support value-for-money, sustainable and innovative infrastructure and services through a strategic, systematic procurement approach.



We will continue to progress the [dualling of the A9](#), with construction ongoing on the Tomatin to Moy and Tay Crossing to Ballinluig contracts, and continue procurement for the Pitlochry to Killiecrankie project. We will commence the procurement process for the £1.94 billion Framework Agreement to deliver the remaining sections of the A9 Dualling Programme with the

first being the Dalraddy to Slochd project.

We remain committed to [dualling the A96](#), with the commitment to progress the A96 dualling included in the Scottish Spending Review 2026 along with the Infrastructure Delivery Pipeline 2026. With land acquired for the **A96 Dualling Inverness to Nairn (including Nairn Bypass)** and the **A9/A96 Inshes to Smithton** schemes, Transport Scotland will continue to take forward the work to determine the most suitable procurement option for delivering these projects and further develop the Business Cases.

We are committed to delivering a permanent and resilient infrastructure solution to address the landslip risks at the [A83 Rest and Be Thankful](#) as a priority and as quickly as possible. We will therefore continue to progress the remaining elements of the medium-term improvements along with the long-term solution through the statutory authorisation process.

We will continue to progress development and assessment work to **realign the A75** around the settlements of Springholm and Crocketford with a view to identifying a preferred route option in 2027. We will continue to develop our proposals for the wider **A75 and A77 corridors** as previously [recommended in the second Strategic Transport Projects Review](#).

We will complete the temporary propping and jacking of the eastbound **M8 Woodside** Viaduct by Autumn 2026 and continue with propping and jacking of the Westbound viaduct.

We will **sponsor and work with Scottish Rail Holdings**, continuing to encourage and promote robust governance, clear accountability and strategic alignment of the Scottish Ministers' priorities to ensure that Caledonian Sleeper and ScotRail Trains focus on the affordable delivery of high performing and efficient rail passenger services.

We will continue to **support Regional Transport Partnerships (RTPs)** to help them to plan, develop and implement a range of transport programmes across the whole of Scotland which contribute to their Regional Transport Strategies. For further

information on the work of RTPs, please refer to the chapter titled Regional Transport Partnerships: 2025 Progress and 2026 Priorities.



We are continuing to deliver the **major vessels programme** with MV Glen Rosa at the Ferguson Marine shipyard and three major vessels at the Cemre shipyard. The MV Isle of Islay was delivered in 2026 and will serve Islay and Jura. We awarded the contract for Phase 1 of the **Small Vessel Replacement Programme** in 2025, we are

progressing the business case for Phase 2 and we have started the procurement process for the replacement of the MV Lord of the Isles.

We will continue to support **essential ferry services** to connect island and remote communities with the direct award to CalMac Ferries Ltd to operate services on the Clyde and Hebrides network which took effect from 1 October 2025. In addition, we will produce, maintain and implement a long-term plan and investment programme for development at ports to improve resilience, reliability and capacity. Further to this, Transport Scotland will deliver an investment programme for vessel replacement.

We have **progressed the business cases for infrastructure works at major ports**. In 2025, we completed the infrastructure upgrade works at Canna port and Uig harbour (terminal building). This year will see the commencement of Cumbrae slipway re-construction projects as well as completion of the Mallaig overnight ferry berth works. We have also announced funding of over £107 million for the redevelopment of Port Ellen, with new terminal facilities and an additional marshalling area to improve capacity and passenger experience, with works starting this year. These investments will strengthen resilience, improve connectivity, and support island communities.

We have concluded the purchase negotiations and wider legal agreements for **acquisition of Ardrossan harbour**. This purchase secures the port in public ownership and allows for full focus to move towards redevelopment of the facility.

We will continue to engage with the relevant local authorities and stakeholders around the recommendation that further work is undertaken on business cases to better understand the benefits, costs and challenges associated with a **Sound of Harris fixed link, a Sound of Barra fixed link and a fixed link between Mull and the Scottish mainland**.

We will continue to engage with local authorities, transport partnerships, industry and other stakeholders to promote growth and respond to **local resilience challenges**. We continue to work collaboratively with major event organisers and support

transport plans, which will include this year's Royal Highland Show, the Commonwealth Games, the BBC Radio 2 Summer Session in Stirling and the International Airshow in Ayr.

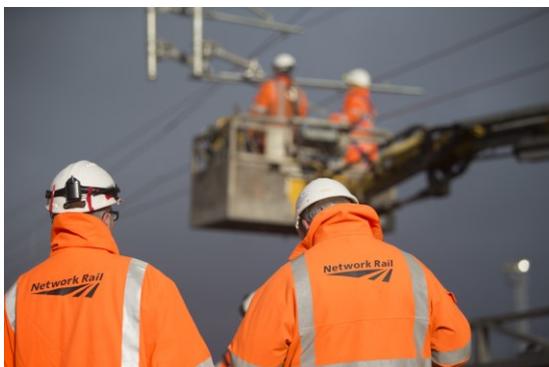
We will **support sponsor bodies**, Caledonian Maritime Assets Ltd (CMAL), David MacBrayne Ltd (DML) and Scottish Canals, to ensure all necessary action is taken to allow each Board to deliver on Scottish Ministers objectives, including financial stewardship and governance oversight of each individual body.

We will **work with the renewables industry**, including Scottish Power Energy Networks (SPEN) and Scottish and Southern Energy Networks (SSEN) and regional and local partners to identify opportunities for transport to further support renewable energy development.

We will continue to provide technical assurance to SPT, as further progress is being made on the Case for Investment for **Clyde Metro**. This key stage of the development process, which will inform decisions around network selection, phasing and implementation is expected to be completed by early-2027.

We will continue to work respectively with Nestrans and SEStran on the **development of Mass Transit proposals** for the North East and Edinburgh and the South East area. This will include guiding and supporting the development of the necessary transport appraisal and business case(s).

Substantial **maintenance and renewals projects** will continue across the Scottish rail network, including preparation for the major renewal of signalling and track at Perth in 2028. Targeted initiatives and improved joint working between Network Rail and ScotRail in response to the Scottish Ministers' requirements are expected to be implemented to further improve train performance and reliability, and to continue to respond and adapt to demands such as severe weather events and climate change.



We are considering the outcomes of local and regional proposals for **new stations on Scotland's railway network**, for example at Newburgh and Winchburgh, including assessing the case for investment, alignment with our rail investment strategy, public value and contribution to government priorities. In 2025, we supported local and regional stakeholders to explore whether there is a case for investment for various proposed new stations.

In 2025, we supported the continued procurement of **ScotRail's Intercity Fleet Replacement** and the initiation of procurement of **ScotRail's Suburban fleet**. In

2026, we will continue to support the procurement processes and preparation for entry into service, including the imminent award of the Intercity Fleet Replacement contract.

We remain **committed to supporting Highlands & Islands Airports Ltd. (HIAL)** to maintain operations at 11 airports. Our continued funding provision for HIAL will enable the ongoing operation of safe and regulatory compliant airports. We will also fund the operation of the Glasgow to Campbeltown, Tiree and Barra air services and contribute towards the Dundee to London and Wick to Aberdeen air services. We will continue to fund the Air Discount Scheme keeping funding under review.

We will help **grow Scotland's international aviation connectivity**, while not returning to previous levels of emissions, by implementing the relevant actions in the Aviation Statement. In 2025, the Scottish Government's route development team, which includes Transport Scotland and VisitScotland, continued work to help grow international connectivity important for inbound tourism, business connectivity and the economy as a whole. This work will continue in 2026, recognising aviation's role as an important enabler for so many other parts of the economy.

The 2026 Scottish Budget announced that **the Scottish Government will bring forward a Private Jet Supplement within the new Air Departure Tax (ADT)** which will be introduced in April 2027. The supplement is envisaged to be part of ADT in the financial year 2028-29 and we will engage with the UK Government to seek further devolution to allow private jet 'ghost flights' to be addressed in the interim period.

We will **upgrade and reconfigure rail power supplies to support existing and future electrification of our railway** – with a further four electrical power feeder stations to enter service by 2027. The Newton feeder station in Lanarkshire will be completed and will enter service in 2026, and work will continue at the Portobello, Tweedbank and Thornton feeder station sites, in line with the programme.

Improves our Health and Wellbeing

There are three outcomes under the improves our Health and Wellbeing priority:

1. Will be safe and secure for all;
2. Will enable us to make healthy travel choices; and
3. Will help make our communities great places to live

[Scotland's Road Safety Framework to 2030](#) fully embeds the Safe System approach, which is recognised as international best practice. It looks to improve the safety aspects of the road, its surrounding environment, vehicle technology, and

provide education for all road users. As part of this programme, we delivered the following:

- A world's first Safe System Manual, which outlines exactly how to deliver the Safe System to all road safety practitioners
- Extensive training & education programmes for over 500 road safety partners in Scotland
- Published a Cultural Maturity Playbook, which harnesses 40 case studies for growing a mature culture, which allows organisational leaders with road safety responsibility to take practical steps to enhance corporate understanding, embed expectations, and build mission-oriented approaches to safety
- An e-learning tool for road safety partners

Scotland's Road Safety Framework to 2030

Together, making Scotland's roads safer



We have **funded over 120 road safety projects** to help save lives. In 2024/25, £10 million from the Road Safety Improvement Fund supported local authorities to deliver targeted schemes such as junction upgrades, carriageway improvements, new signage, pedestrian crossings, traffic calming and vehicle restraint systems. In

2025/26, £14.25 million funded over 200 further schemes, including bend treatments and innovative measures like solar-powered road studs. This investment supports Scotland's casualty-reduction targets and encourages safer, more sustainable travel.

We will continue to work with local authorities to **understand the impact 20 mph speed** restrictions are having on vehicle speed and casualty reduction and explore options where further measures may be required to assist with compliance levels. We will also complete delivery of Trunk Road 20 mph limits and continue to monitor, evaluate and refine these to ensure they have the most positive effect practically.

We will continue to roll out **targeted casualty reduction and active travel measures on the Trunk Road network**, building on the award-winning motorcycle PRIMEs initiative, our risk mapping tools and relevant data to best inform the delivery of a cost effective and outcome focused casualty reduction programme.

We invested £7.7 million in the **Safety Camera Programme** in 2025–26, rising to £8.2 million in 2026-27. Working with Police Scotland and all road authorities, the programme targeted enforcement at locations with speeding and collision risks. Temporary average-speed cameras on the A836 and A82 improved compliance by 3–4 mph and saw no collisions while operating. A solar-powered GATSO trial also proved successful. Although delays to new enforcement vehicles affected performance, a full programme review is underway to modernise technology, improve flexibility and strengthen outcome-focused enforcement. Safety Cameras

are being deployed on new routes using low emission safety camera vans, which now make up around half the fleet and new types of average speed camera which can be deployed seasonally where evidence indicates this would support targeted action on specific road user behaviours.

We will continue to **modernise our national transport technology estate**, including a new CCTV system and electronic roadside signing. We will continue to enhance the quality of information and customer service provided to the travelling public through a programme of upgrades to the Traffic Scotland website and the introduction of a new Customer Care Line contract.

We will continue to deliver a **range of speed management measures** to improve compliance and make roads safer. This includes delivering the outcomes flowing from the [National Speed Management Review](#) and taking the steps to increase speed limits on single carriageways from 40 mph to 50 mph and on dual carriageways from 50 mph to 60 mph for Heavy Goods Vehicles (HGVs). We are also building on the introduction of 20 mph limits on appropriate roads in 2025–26. On the trunk road network, we have implemented urban speed reductions, new 20 mph zones, part-time limits, and other measures to support casualty reduction and active travel. In 2026, rollout of trunk-road 20 mph sites will continue through temporary or permanent orders. The trunk road casualty reduction programme will keep delivering speed-management actions to improve safety and support safer travel across Scotland.

Between 2022 and 2024, we carried out a programme of [research on women and girls experiences of safety on public transport](#). We continue to work across all modes of transport to ensure that specific actions to tackle antisocial behaviour on public transport are aligned with the recommendations arising from the research. We also continue to work with Violence Against Women and Girls colleagues across the Scottish Government to support the sharing of good practice in relation to progress on the principles.

We will take forward work to assess the feasibility, costs and timescales associated with key recommendations of [the Rail Enforcement Powers Working Group's final report](#).

We will continue to **support Scotrail with their Travel Safe Team initiative** targeting high risk locations, strengthening partnerships and promoting safeguarding through engagement, campaigns and education. Following the successful launch of the initiative in the West, the team has expanded into the East, with one supervisor and eight officers now based at Haymarket. From there, they support stations along the East Coast up to Arbroath, including Stirling, Perth and Dundee. All officers are trained in safeguarding, managing suicidal contacts (Samaritans) and White Ribbon Champion

Scotrail will complete the **roll out of body-worn cameras**, having concluded the procurement and preparatory activities for this during 2025.



We will support the further delivery of infrastructure projects through our [Active Travel Infrastructure Fund](#), which will see more direct funding available for local authorities, Regional Transport Partnerships and National Parks; and support for further development and improvement of the National Cycle

Network in Scotland. Through our People and Place programme, we will also deliver a range of behaviour change interventions to support people with the skills, knowledge and access to use more sustainable forms of travel, and contribute to a reduction in car use.

We will progress the findings of the **Transport Noise Action Plan (TNAP) 2024-2028 consultation**, and continue to ensure noise management is integral to all transport related activities, across the spectrum of design, construction, and maintenance, collaborating with partner organisations to reduce noise levels in the most impacted areas through targeted action.



In ^{OBJ} 2025–26, we allocated **Low Emission Zones (LEZ) Support Fund**, removing over 300 high-polluting vehicles and providing more than 170 Travel Better grants. Proposals for 2026–27 include expanding eligibility to residents within 40 kilometres of any LEZ, aiming to remove around 600 additional vehicles and deliver 400 grants. We continue to operate the

Scottish LEZ website and vehicle checker, which has received over one million queries since 2023, and the LEZ Exemption System for Blue Badge holders, with around 34,000 registered. We will keep improving these services to support a fair transition. removing over 300 high-polluting vehicles and providing more than 170 Travel Better grants. Proposals for 2026–27 include expanding eligibility to residents within 40 kilometres of any LEZ, aiming to remove around 600 additional vehicles and deliver 400 grants. We continue to operate the Scottish LEZ website and vehicle checker, which has received over one million queries since 2023, and the LEZ Exemption System for Blue Badge holders, with around 34,000 registered. We will keep improving these services to support a fair transition.

We will continue to work closely with stakeholders to **support the transition to cleaner vehicles** enabled by LEZ implementation. This transition is already delivering measurable reductions in emissions and is enabling cities to achieve statutory air quality objectives for the first time since their introduction under the Environment Act 1995. To support those most affected, the Scottish Government has provided almost £16 million in grant funding to help low-income households and small businesses adapt to the requirements of LEZs.

Transport Scotland and operating companies will participate in a week of **action on roadside litter** as part of the Keep Scotland Beautiful Spring Clean Campaign 2026, alongside continuing to support wider delivery of the National Litter and Flytipping Strategy and work collaboratively to reduce litter and refuse on the road network.

The Scottish Government will continue to **sponsor the Scottish Road Works Commissioner**, including provision of the direct financial support required for via coordination and quality of road works throughout Scotland, and remain dedicated to the safe operation and maintenance of Scotland's trunk road and bridge network, using established and robust asset management and environmental principles, allowing it to contribute to Scotland's sustainable economic growth.

We will continue to progress the **enabling powers to suspend the use of concessionary travel cards due to anti-social behaviour**, providing a strong foundation for Transport Scotland to work with operators and partners to finalise the supporting administrative procedures during 2026.

[Winter maintenance](#) is part of our year-round investment in the trunk road network, which rises to over £714 million in 2025/26, an increase of 4.7%. The increased budget will support our resilience response to severe weather events and deliver on our commitment to maintain a safe and reliable trunk road network.

We are delivering the [Transport to Health Delivery Plan](#), by working with Regional Transport Partnerships and NHS Boards, supported by the Mobility as a Service evaluation. Further progress will follow through commitments in the National Islands Plan and the Service Renewal Framework.

The Health and Social Care [Service Renewal Framework](#), published in 2025, guides sustainable, high-quality health and social care, emphasising strategic needs assessment for planning and service redesign. It ensures accessibility, including transport, is central to NHS Boards' decisions and promotes collaborative working with transport partners to address travel challenges.

Our new [National Islands Plan](#), published in February 2026, promotes better alignment between transport and health needs, recognising the importance of reliable, accessible transport for island communities. The Plan includes a

commitment to developing a Health and Transport Action Plan for the Highlands and Islands, including demand assessments and structured engagement between transport providers and Health Boards. In addition, the new Plan reaffirms the importance of Island Communities Impact Assessments and commits to strengthening this process to ensure islanders are meaningfully considered throughout decision-making.

We have also introduced the **Rural Assessment Toolkit**, which helps officials to develop a greater understanding of, and focus on, the unique needs, challenges and opportunities of mainland rural communities and businesses.

We will use **digital technology to modernise health services**, including launching MyCare.scot across Scotland from April 2026. It will allow people to securely access their information and find services online, with features expanding in phases to 2030. This may reduce travel by removing the need for some appointments.

We will publish our **Biodiversity Strategy and associated Delivery Plan**, together with the preparation and submission of the three-yearly statutory Biodiversity Duty Report. The Strategy will ensure that biodiversity considerations are embedded across all of Transport Scotland's activities and decision making, and will set out how we intend to use the opportunities presented by the strategic transport networks to align with, and contribute to, the Scottish Government's goals of halting biodiversity loss by 2030 and reversing it by 2045.

Regional Transport Partnerships: 2025 Progress and 2026 Priorities

Scotland's seven Regional Transport Partnerships (RTPs) play a crucial role in strengthening the planning and delivery of regional transport across Scotland.

RTPs provide statutory regional leadership in the development and delivery of transport strategy. Through their Regional Transport Strategies, RTPs align regional investment and delivery with the National Transport Strategy, ensuring that transport contributes directly to its priorities.

Working in partnership with Transport Scotland, local authorities, operators, Regional Economic Partnerships, health boards and community organisations, RTPs play a critical role in turning national policy into place-based delivery across urban, rural and island communities.

RTPs: Reducing Inequalities

Across Scotland, RTPs continued to strengthen accessibility, affordability and inclusion within regional transport systems.

Digital and real-time passenger information systems have been expanded and maintained at scale. HITRANS continues to operate a long-standing shared public transport information service across five local authority areas, managing and producing roadside public transport information for almost 3,000 bus stops alongside 170 real time passenger information (RTPI) displays and data provision to Traveline Scotland. SEStran and Nestrans have continued investment in RTPI infrastructure and multi-operator ticketing, including marketing and digital promotion of the GrassHOPPER smartcard. Tablet provision for demand responsive services in the North East has strengthened operational resilience and passenger access.

Demand responsive transport remains a core element of regional accessibility. SPT's MyBus service carried 140,000 passengers in 2024/25, supporting access to healthcare, shopping and social activities. HITRANS manages digital demand responsive services across the Highlands and Islands through the MOOVE Flexi and m.connect platforms.

Bus service support remains essential in maintaining connectivity where commercial markets cannot sustain provision. SPT has budgeted £15.3 million in 2025/26 for socially necessary services — a 25% increase since 2022/23 — ensuring continued coverage across urban, rural, evening and weekend networks. Tactran has

progressed Stage 2 Bus Development Plan work and strengthened regional Bus Alliances, while SEStran launched its new Regional Bus Strategy to guide coordinated network development.

The [Strathclyde Regional Bus Strategy](#) was also approved for delivery by the SPT Partnership Board in September 2025. Work to develop bus franchising proposals has commenced and will continue throughout 2026-27.

Active travel has also been positioned as a tool for tackling inequality. Nestrans completed a Regional Active Travel Network Plan to provide consistent prioritisation across Aberdeen City and Aberdeenshire. HITRANS introduced an Inclusive Cycling Membership through HI-BIKE, enabling individuals requiring adapted cycles to have exclusive use for extended periods. SPT's People and Place Community Fund has supported local organisations with grants of £5,000–£50,000 for community-led behaviour change and active travel initiatives.

Health and transport integration has progressed in several regions. Nestrans continues to co-fund a Health & Transport Programme Manager with NHS Grampian and supports the Transport to Healthcare Information Centre. HITRANS has advanced patient travel improvements in the Western Isles, including priority ferry booking and enhancements to air services.

RTPs: Taking Climate Action

RTPs have continued to support modal shift, decarbonisation and innovation across transport systems.

Electric vehicle infrastructure deployment remains a key priority. HITRANS leads the North and North West EV Infrastructure Fund shared service across multiple island and rural authorities including ZetTrans, while SEStran continues to develop its regional EV charging network. Tactran facilitates regional EV and hydrogen engagement groups and contributes to national car kilometre reduction research.

Freight decarbonisation has been advanced in the North East through Nestrans' completion of a Battery Electric HGV feasibility study and targeted engagement funded through the Zero Emission Heavy Duty Vehicles Skills Challenge Fund, laying the groundwork for shared charging infrastructure and regional fleet transition planning.

Innovation in aviation decarbonisation is being led by HITRANS through the Sustainable Aviation Test Environment (SATE) and [Advanced Logistics BVLOS UAV Mission](#) (ALBUM) projects under the UK Research and Innovation's Future of Flight Challenge. These programmes have demonstrated hybrid-electric aircraft and

autonomous logistics in the Highlands and Islands, positioning the region as a living laboratory for sustainable aviation technologies with active involvement by HITRANS and ZetTrans.

Active travel infrastructure and behavioural programmes remain central to climate action. SWestrans has progressed 20mph speed restriction roll-out and active travel route identification, supported by community engagement initiatives. SPT and other RTPs continue to deliver People and Place programmes encouraging walking, wheeling and cycling.

School transport also plays a role in reducing peak congestion and emissions. SPT ensures 36,000 pupils travel safely to and from school each day through services delivered on behalf of partner councils.

RTPs: Delivering Inclusive Economic Growth

RTPs have continued to support regional economic ambitions through strategic transport planning and business case development.

Mass transit and rapid transit development is progressing in Scotland's largest city regions. SPT is leading the Clyde Metro Case for Investment for the Glasgow City Region, aiming to deliver a transformational mass transit system by 2027. Nestrans is progressing an Outline Business Case for Aberdeen Rapid Transit, alongside corridor improvement studies on the A90 and A956 corridors.

HITRANS has developed multimodal integration masterplans for Fort William, Inverness and Oban, strengthening interchange between bus, rail and ferry networks. It continues to support air connectivity, including the Wick John O'Groats PSO, and has developed updated freight and logistics strategies for key regional sectors including whisky, aquaculture and timber.

Throughout 2025, SWestrans worked collaboratively with Transport Scotland and Dumfries and Galloway Council to advance design and assessment work exploring the feasibility of a bypass for Springholm and Crocketford. Swestrans also supported Levelling Up Fund transport projects to enhance regional connectivity. Tactran continues to support Tay City Deal transport programmes and contribute to Regional Economic Partnerships and development planning processes.

Strategic bus and rail planning remain integral to economic growth. Several RTPs are progressing Regional Rail Strategies and supporting new station proposals, alongside participation in Highland and Islands and City Region Growth Deals.

Case Study: Nestrans' Battery Electric Vehicle HGV Feasibility Study

The Feasibility Study is Scotland's first regional assessment of whether and how electric HGVs could work in practice. It was developed at a time when the wider freight industry's outlook was shifting away from hydrogen towards battery-electric vehicles, reflecting the lead of the bus sector. The study now provides a strong foundation for planning cleaner freight across Aberdeen City and Aberdeenshire, and wider supply chain.



Using national and regional datasets, the project built the clearest picture to date of how freight moves around the North East. It found that about 90% of HGV trips stay within the region and average around 33 km, showing that many journeys are well-suited to early adoption of electric HGVs.

To support practical delivery, the study created a tool that estimates future charging needs at depots, shared sites and key routes, and produced simple example layouts for charging hubs along with guidance for smaller haulage firms preparing their depots for electrification.

The findings are already helping shape investment plans, strengthen the region's Zero Emission Corridor proposal and inform early discussions among hauliers. Transport Scotland's involvement highlights its national importance, and the approach can be reused by other regions. With clear evidence and practical guidance, the study provides a strong platform for the North East's move toward cleaner, more reliable freight transport.

RTPs: Improving Health and Wellbeing

Transport's contribution to health outcomes remains a cross-cutting priority.

Active travel investment has been delivered at scale, with Nestrans overseeing over £2.2 million of People and Place funding and supporting £1.2 million of active travel infrastructure improvements, including safer access to bus stops and community paths.

HITRANS operates the HI-BIKE public eBike share system and supports community bike share initiatives and Brompton Bike Hire installations. SWestrans has continued delivery of its Active Lives Pathway and inclusive cycling programmes.

Case Study: HI-BIKE

The HI-BIKE eBike share scheme launched in Inverness in October 2021 and expanded to Fort William in 2022. Since launch, both the Inverness and Fort William systems have continued to expand, strengthening their role as a core component of sustainable mobility in the Highlands. In 2025, HITRANS completed groundworks to extend the HI-BIKE network to Elgin, with seven docking stations scheduled to go live in spring 2026. Plans are also progressing to introduce the scheme in Aviemore, delivered in partnership with the Cairngorms National Park Authority, with four docking stations planned.



To support this growth, the full fleet is being renewed, with 178 new eBikes set to be deployed across Inverness, Fort William, Elgin and Aviemore in 2026. This investment will enhance reliability, increase capacity and ensure a high-quality user experience as the network scales.

HI-BIKE continues to perform strongly. In 2025, users collectively rode a total distance equivalent to travelling almost three times around the world, demonstrating the scheme's sustained popularity and its contribution to reducing car dependency and supporting active travel. With continued expansion and fleet renewal, HI-BIKE is firmly established as a transformative, region-wide mobility solution for the Highlands and Islands.



SPT's MyBus service continues to provide essential access for passengers unable to use mainstream public transport. Tactran's Get on the Go campaigns and People and Place delivery promote healthier travel choices across Tayside and Forth Valley.

Across regions, RTPs are embedding Health and Transport Action Plans and strengthening partnership working with NHS Boards to ensure access to care is supported by sustainable and reliable transport options.

RTPs: Looking Ahead to 2026

In 2026, RTPs will continue to build on this progress.

HITRANS will expand HI-BIKE into Elgin and Aviemore, deliver the Slighe an lochdar active travel route in South Uist, and progress the Skye Active Travel Network. HITRANS and ZetTrans are working with Transport Scotland on the delivery of the Highlands and Islands £2 Bus Fare Cap pilot. HITRANS will also advance the Inverness Station Masterplan and continue sustainable aviation demonstrator projects.

SEStran will progress implementation of its Regional Bus Strategy and the SEStran Strategic Business Case, alongside continued EV and active travel expansion.

SPT will continue development of the Clyde Metro Case for Investment and progress the Buchanan Bus Station Masterplan, while sustaining investment in socially necessary bus services and school transport.

SWestrans will continue delivery of its People and Place programme, progress the Stranraer–Leswalt active travel route and implement outcomes of its bus network review.

Tactran will continue development of Mobility as a Service initiatives, bus development planning and regional decarbonisation engagement.

Collectively, Scotland's RTPs will continue to provide regional leadership, partnership coordination and delivery capacity, ensuring that the National Transport Strategy is realised through tangible improvements in accessibility, sustainability, economic resilience and public health across Scotland's communities.

Roles and Responsibilities

The current governance arrangements for transport in Scotland have remained fairly constant since first established almost twenty years ago, while demand for travel and wider economic and environmental awareness and pressures have changed. In 2019, Jacobs was commissioned by the NTS Review Roles & Responsibilities Working Group to identify a range of options for change to the level at which transport functions are discharged, and set out the benefits of each option for further consideration. This work has not progressed since 2019, however in September 2024 RTPs, COSLA, SOLACE and SCOTS confirmed that the recommendations of the Jacobs report remained extant. RTPs updated their Transport Governance Workstream recommendations in November 2023, and the Fair Fares Review in March 2024 recommended for the '*Transport Governance Review to be*

recommended with specific action on identifying changes to support improved public transport.'

Transport Scotland will recommence the work to review transport governance in the coming months. This will include assessment and analysis of how Transport Scotland, RTPs, Local Authorities and modal operators can work together with enhanced governance structures to better deliver integrated public transport which improves connectivity.

From a regional perspective, RTPs are keen to continue to build on their existing statutory roles to support delivery of national transport ambitions while strengthening regional working across local authorities and other partners. RTPs already provide a strong platform for this through established collaboration at the regional level, including links with **Regional Economic Partnerships**, and through delivery activity across priority areas such as **Transport to Health**, **Transport to Employment**, and the **People and Place Programme**.

The context for regional delivery differs significantly across the different parts of Scotland recognising different needs and outcomes. There is currently an active debate around regional roles and responsibilities, driven by public sector reform pressures, opportunities to achieve better outcomes for our transport system, and the pending conclusion of a number of City and Region Deals, many of which have a strong transport component. RTPs already provide an effective mechanism for delivering on cross boundary and strategic transport issues, associated with strong governance, recognised geographic areas, and a combination of local and national financial resource.

Local Authorities Updates

This section provides a small snapshot of work delivered by local authorities which contributes to the National Transport Strategy, as well as their own local and regional strategies.

Electric Vehicle Charging Infrastructure

The tendering process for the pan-Ayrshire public electric vehicle charging concession contract is being finalised. This is a good example of partnership working across three local authorities (North, South and East Ayrshire) in partnership with the Scottish Futures Trust.

Perth and Kinross Council Community Transport Initiative

As of February 2026, Perth and Kinross Council has long-termed loaned three 8-seat multipurpose vehicles, free of charge, to rural community groups to deliver their own transport solutions.

The Kirkmichael Community Transport Group, Muthill Community Transport Group and the Tay Valley Connections Community Group in Aberfeldy have now received these vehicles. The newly-formed Glendevon Community Transport group will be taking a fourth vehicle to commence their community transport delivery later in 2026.



The groups design their own decals for the vehicle, and the Council meet the cost of providing these, to raise awareness and promote the service when the vehicle is delivering transport in the community.

Perth and Kinross Council have an in-house minibus fleet based at all secondary schools for their use. There is an online booking system and organisations with the necessary permits and Midas trained drivers can book these minibuses when they are not being used by the schools. Historically these minibuses were sent to auction when they were due for replacement by the Council. However, in 2024, elected members agreed that rather than going to auction, the minibuses were to be MOT tested, serviced, supplied with an inspection report detailing the vehicle's condition and offered free of charge to community groups and sports clubs on receipt of an application.

The partnership between Perth and Kinross Council and Glenfarg Community Transport Group (GCTG) continues to expand. They operate two local bus services and a school contract as well as their Community Transport day trips. GCTG took delivery of a new low floor, wheelchair accessible minibus on 28 May 2025 which the Council have initially purchased, due to issues with a Community Group securing that level of commercial borrowing. GCTG are purchasing the vehicle from the Council over a 58-month repayment agreement.

Perth and Kinross Council funded a Free Bus Travel offer for passengers travelling on all local bus services throughout Perth and Kinross on the first Saturday of each month through to March 2026. An additional free travel day was added for Clean Air Day on 19 June 2025, as well as a second additional free bus travel day on 20 December 2025.

Year two of Perth and Kinross Council's Transport Transformation Project has commenced and an in-depth Public Transport Survey was issued in May 2025 and attracted 796 responses. Nine Roadshows were then delivered throughout the Council area to collect further public feedback and a Public Transport Focus group has now been established with the first in person meeting being held on the 11 March 2026 and the first online meeting held on the evening of the 19 March 2026.

Stirling Council: Bus Services Pilot

From 30 March 2026, Stirling Council will launch a two-year pilot of two new bus services to improve connections between rural communities in the western part of the council area.



The new in-house services will be called the C61 and the C62, building on the current C60 pilot (that runs between Callander and Killin) and will operate on the routes between Callander and Aberfoyle, and Croftamie and Kippen.

Both services will use all recognised bus stops along these routes and will link to existing public transport provision following feedback from recent public consultations in this area. Later journeys have been added to help accommodate young people attending after-school clubs and other activities.

The new services will replace existing demand responsive transport (DRT) services between these communities. Pending the success of the pilot, the new service will ultimately replace the current DRT service.

Fintry Community Council has worked closely with Stirling Council and other partners to support the development of the service and welcomes this important milestone.

Dumfries and Galloway Council: Bus Services

Dumfries and Galloway Council expanded their in-house bus operations further to the withdrawal of Stagecoach in August 2025. Dumfries and Galloway Council commenced operating an additional nine school bus services and eleven local bus services and increased the number of routes they operate by around 40%.

Orkney Council: Demand Responsive Transport

MOOVE Flexi Digital Demand Responsive Transport (DRT) platform has continued to onboard new operators including West Coast Motors' WestGo service and several Community Transport projects in Orkney. The Highland Council have started using MOOVE Flexi for some of their transport delivery services. The potential to support other Council areas elsewhere in Scotland in accessing the digital solution for existing and planned DRT services have also been discussed.

The Highland Council: Bus Services

The Highland Council have expanded their in-house local bus service operation from 10 buses to 25 buses in the last three years. The Council also took ownership of D&E Coaches in 2025.

Scottish Borders Council: Bus Services

Scottish Borders Council has transformed their local bus network by taking a strategic, data-led and regionally coordinated approach. Using detailed analysis of travel demand and service performance, supported by strong community engagement, the Council has redesigned the network to better reflect how people travel while keeping services within a fixed subsidy.

The Council continues to increase its fleet with 34 vehicles in service. Bringing services in-house has enabled the Council to maintain connectivity across the region and introduce additional services to areas where connectivity is limited. The council is now the largest operator in the region by route count, with 21 service routes, after taking on a further two in Berwickshire and Northumberland. This is largely down to operators ceasing to operate or contract prices increasing significantly. It is anticipated that this will continue to grow in 2026.

Passenger benefits are already clear, with Council-operated services growing from around 2,000 to nearly 12,000 annual journeys. Core network patronage is up roughly 70% since 2019, and service frequencies have improved in Kelso, Galashiels, Peebles and Tweeddale, supported by ongoing performance monitoring.



These improvements have been delivered within the existing £1.3 million annual

subsidy by combining in-house operation, contract changes and more efficient network design, strengthening financial sustainability while maintaining regional coverage.

The Council has also invested in innovation and supporting infrastructure to improve reliability and the passenger experience, including demand responsive transport pilots informing new routes, real-time information displays, tap-and-pay across Council-operated services, and better integration with rail at Tweedbank and Galashiels.

Overall, the Scottish Borders experience demonstrates how regional transport authorities can stabilise and grow bus networks by combining data-driven planning, selective in-house delivery, partnership with commercial operators, and targeted investment, ensuring socially necessary services continue to support accessibility, inclusion and sustainable travel in predominantly rural regions.



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