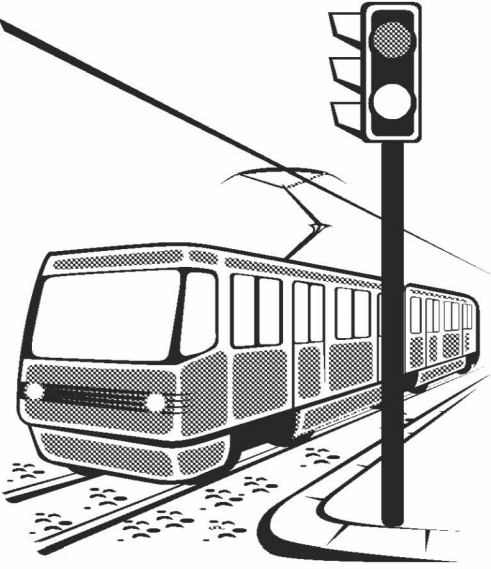
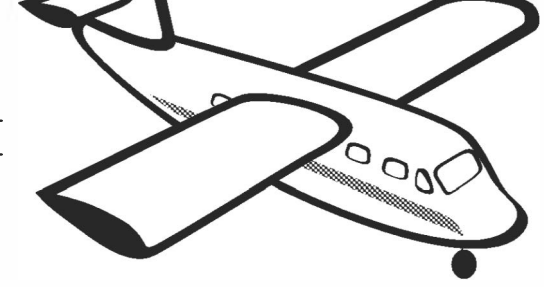


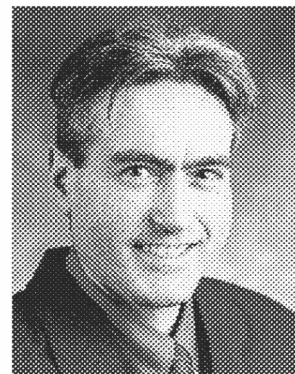
Building **Better** Transport



SCOTTISH EXECUTIVE

Making it work together

CEC02083844_0001



Ministerial Foreword

When I was appointed Transport Minister last spring, *Scotland's Transport: Delivering Improvements* was not long published. That document identified key priorities for transport that have underpinned our work over the last year. It also promised that we would issue a report on progress.

We have taken huge steps forward since then. The key to progress was our decision last year to allocate unprecedented sums to transport over the next three years. Spending on transport will rise by over 50% over three years, with almost £1 billion per annum being spent by 2006. Spending on public transport – which is now top of our priorities – will rise by over 70% in three years.

That decision made an enormous impact. There is now money to fund major new infrastructure projects. The sense of momentum is building. People are beginning to believe. Transport improvements that once seemed a pipe dream stand a genuine chance of becoming reality. The new communications links that businesses have been crying out for are just around the corner, and the economy will thrive on them. Resources are not unlimited, but we can be certain that the transformation of Scotland's transport infrastructure will be well under way by the end of the decade.

We have been criticised in the past for not committing the funds needed to enable major projects to proceed. That has now changed. All schemes will still have to continue to demonstrate value for money and stand up to rigorous economic and environmental scrutiny. But the security of a £1 billion per annum budget has enabled us over the year to make firm funding commitments, including the M8 and M80 motorway upgrades in west central Scotland; the reinstatement of the Airdrie-Bathgate railway line; a new bypass, the Western Peripheral Route, for Aberdeen; and has allowed us to make further progress with rail links to Glasgow and Edinburgh airports. We are developing an investment strategy for transport which means we can at last begin to make plans for the long term. It is a strategy that will help to drive Scotland's economy and which recognises the role our major cities play in sustaining their surrounding city-regions.

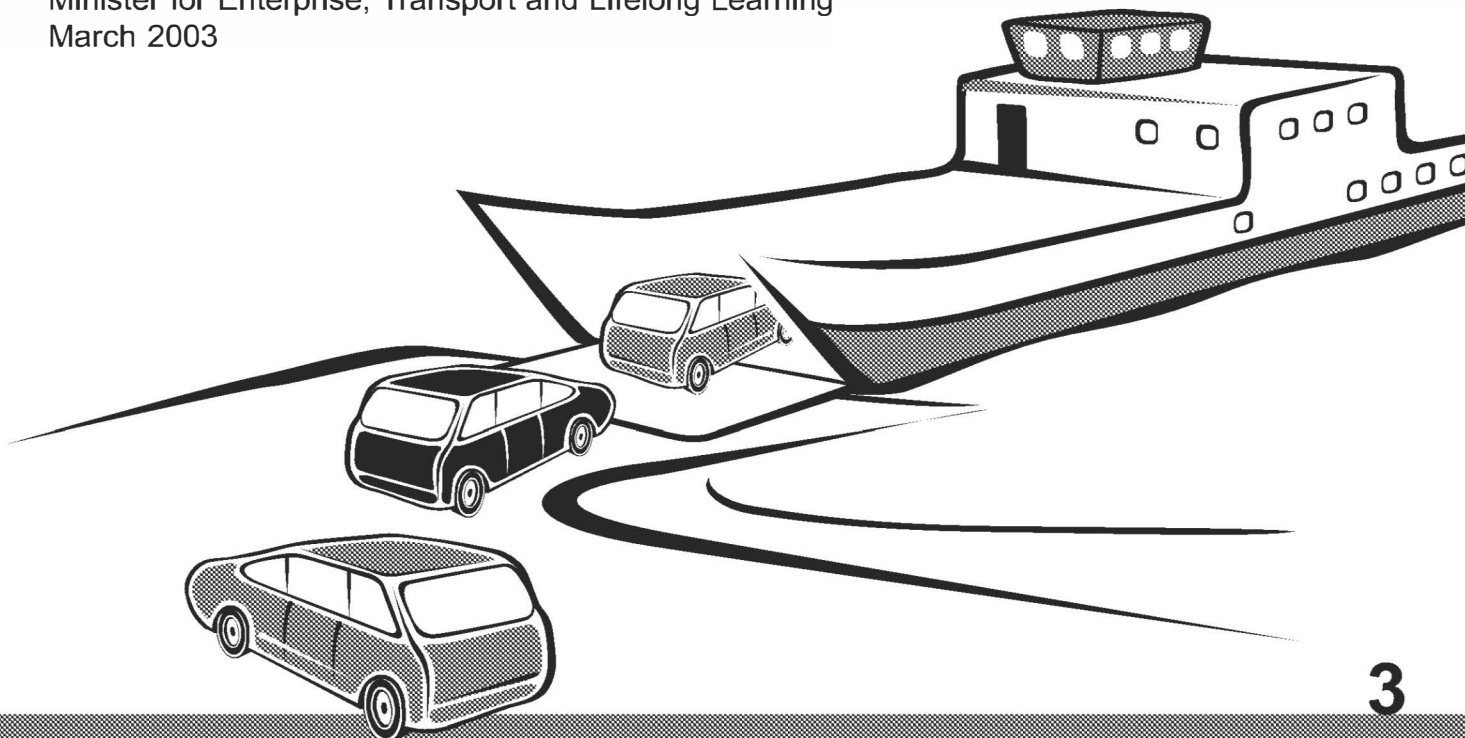
The City of Edinburgh, in particular, requires major investment in its transport infrastructure. The Council has developed an Integrated Transport Initiative. Their plan seeks £375 million of central government funding. With the development of our investment strategy we are now able to guarantee the future availability of that level of funding. That support is not conditional on the introduction of congestion charging, which the Council is considering in order to reduce traffic levels in and around the city. Our commitment ensures that funding for at least the first tramline is available as soon as the Council produces a robust final business case. This will be a key element of the promised up-front transport improvements. More will be affordable if congestion charging is introduced, but this core support is not dependent on that. The historic legacy that is manifest in Edinburgh's transport difficulties will at last be addressed.

The key building blocks are now in place. These major schemes will proceed as fast as we and others can make them happen. Over the next 10 years we will spend over £3 billion on the biggest integrated package of transport infrastructure investments Scotland has ever seen. Add to that the many other transport proposals waiting to come forward as funds allow and, by the end of 2010, we will truly be able to describe this as the decade of delivery.



Iain Gray MSP

Minister for Enterprise, Transport and Lifelong Learning
March 2003



March 2002
£20 million for a new A80
junction at Aucherkilns and
A725 junction improvements at
Shawhead

April 2002
£4.2 million for a new and
safer junction at Ballinlurg on
the A9

£3.75 million for an A9
upgrade between
Helmisdale and the Ord
of Caithness

Introduction

Transport is vital to so much that we do. From the journey to school or work, the distribution of goods and services in our economy, and access to leisure and social facilities, safe and reliable transport is essential to virtually every area of our lives. Transport is one of the Scottish Executive's top five priorities. Alongside improving health and education, tackling crime and creating jobs, we are firmly committed to building a high quality, sustainable transport system which is accessible to everyone and which enables business to flourish.

- Completing the M74 across Glasgow will improve access through the Clyde Corridor, relieving the M8
- Edinburgh CrossRail opened in June 2002 with new stations at Newcraighall and Brunstane, and another at Edinburgh Park to be opened in 2003

Last year's Scottish Budget gave us the resources we need to realise our transport priorities, both now and in the future. So far we have made great progress. Transport is more accessible and integrated, safer and better-funded than ever before. But we cannot stand still. There is much more to do, and this report sets out our current actions across the whole range of transport issues, the steps we are taking to build on our achievements for the future, and the ways in which we will create the best possible transport system to meet Scotland's needs.

Economic Growth

Building Scotland's economy relies fundamentally on our transport infrastructure, and on maintaining and improving that infrastructure. Moving people, delivering goods and providing services cannot be done without railways, roads, ferries and air links. In everything that we do to maintain and improve our networks we have an eye to supporting economic growth using sustainable solutions.

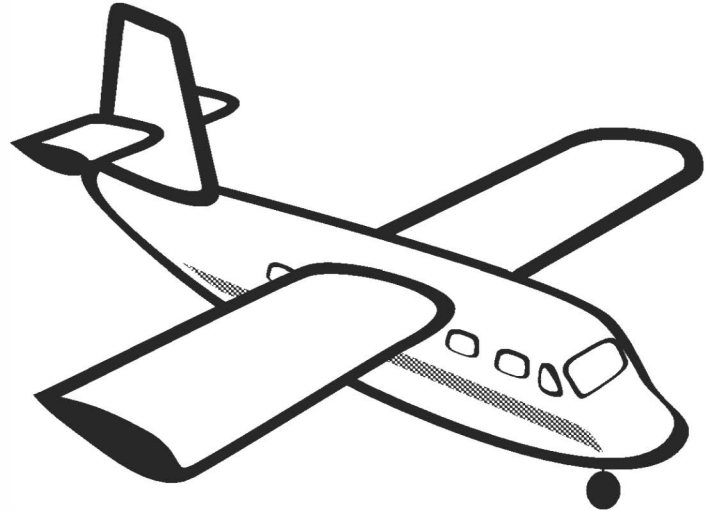
May 2002

£23 million for an A8 overhaul between Baillieston and Newhouse

£1 million for preparatory work on the redevelopment of Waverley Station

June 2002

£4 million for A90 improvements on the Forfar Bypass



Our economy is hampered by congestion, which has a major impact across and between urban areas of Scotland. We have acknowledged the scale of this problem and are tackling it through a range of public transport alternatives, dealing with key congestion points on the road network and trying to change people's attitudes to their travel choices. All of these measures are vital if we are to deal with projected traffic growth. We remain committed to stabilising traffic volumes on our roads over the next twenty years. This is a challenging aim, but one which would transform the sustainability of Scotland. It will reduce growth in fossil fuel consumption, help to meet our commitments on emissions of greenhouse gases, and reduce air pollution.

Railways provide a safe, efficient and sustainable alternative to many car journeys and an effective means of moving freight. Investment in recent years through Freight Facilities Grants has seen £35 million awarded to enable freight to be taken by rail rather than road. December 2002 saw a rail investment package which was our largest ever in Scotland, and will not only result in extra rolling stock but will provide for more drivers and improved journey reliability and quality on Scotland's rail passenger network.

We are certain that the existing level of service provided by the Scottish passenger rail franchise (ScotRail) is just a starting point. We want to see significant improvements in the provision of passenger rail services in Scotland over the course of the next franchise, which will begin in 2004 and last for seven years (with the possibility of an extension of up to three years).

- **The Interim Route Development Fund will improve Scotland's connections with Europe through new direct air services which benefit business, inward investment and tourism**
- **Over £12 million invested in new vessels to serve the Mallaig-Armadale and Sound of Harris lifeline ferry routes**

June 2002

£45 million for upgrading the A1, adding 16 km of dual carriageway and planting 400,000 trees and shrubs

£2 million for an A77/A719

junction upgrade at Sandyford and speed control measures, Kilmarnock to Newton Mearns

July 2002

£5 million for development of the West Edinburgh Tram Line

When it is redeveloped, Waverley Station's increased track capacity will have an important impact on the expansion of services in Scotland and will support real growth in passenger numbers. We are working closely with the Strategic Rail Authority and others to help turn Waverley into a 21st century railway hub.

- By 2011, a Western Peripheral Route will be serving Aberdeen and the surrounding area
- Road safety continues to improve: in 2001 all fatal and serious casualties were 22% and child fatal and serious casualties 36% below the 1994-1998 baseline

The Waverley Railway Partnership is being led by the Scottish Borders Council, and we look forward to seeing the outputs from the work the partners have in progress. We want to see the economic case made for a central Borders railway line. We have already reversed the decline in Scotland's railway provision and will continue to seek opportunities to encourage the building of new stations and the re-opening of disused lines, where this is feasible and where it offers value for money.

The Central Scotland Transport Corridor Studies have allowed us to study congestion where it is at its most acute and to take decisions based on a comprehensive analysis of central Scotland's transport infrastructure. The £450 million package of solutions we are pursuing is designed to achieve a balance: giving people public transport options and improving their road journeys. The package includes re-opening of the Airdrie to Bathgate railway line, to give a new connection between Glasgow and Edinburgh and the suburbs of each city; a park and ride site at a new Castlecary station; and improvements to the road network such as filling the long-standing gaps in the motorway network on the M80 and the M8 and other works to complement the completion of the M74.



August 2002
£750,000 for cycling,
walking and safer streets
projects

£560,000 for transport
improvements around
Aberdeen Airport

September 2002
£250,000 from the
Public Transport Fund
for the Parliamentary bill
for the central Borders
railway line

£150,000 from the Public
Transport Fund for further
development work on options
for improved services on the
Shotts Line

- From September 2002, free local off-peak bus travel is benefiting a million older people and people with a disability in Scotland
- £13 million for a new rail freight hub at Grangemouth

In the north-east of Scotland we are supporting local partners in the development and implementation of a transport strategy which covers all modes of transport, improves options for the traveller and reduces journey times for local business. We are committed to funding a major part of the £120 million cost of an Aberdeen Western Peripheral Route which will have a key role in the Modern Transport System for the north-east. The route will help to reduce congestion, take heavy lorries off unsuitable country routes and out of the city centre, and bring major economic benefits.



Building Better Transport

September 2002
Scottish Budget 2002,
announcing £1 billion per
year to be spent on transport
by 2006

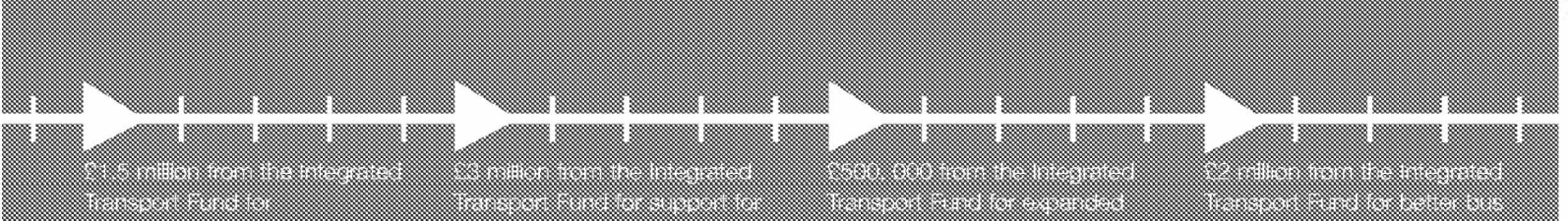
October 2002
£2.8 million for British Waterways to
develop facilities along the Millennium
Link, deal with vandalism and
increase dredging on the Caledonian
Canal

£4 million to
construct a 2.2 km
A96 climbing-lane at
Newtongary

In our trunk road and motorway network we have a huge economic and social asset which already serves us well, but in which we need to invest. Such investment will keep the network in good condition, reduce accidents and shorten journey times. The Scottish Budget has allocated £300 million each year to the motorway and trunk road programme over the next three years to support the network and enable us to progress existing commitments, to maintain the network in good condition, and to take forward major construction projects such as the M74 Completion, the M77 and the construction of a new Forth crossing at Kincardine.

We have invested £11 million to help set up Scotland's first direct ferry link to Europe. The Rosyth to Zeebrugge ferry has given a boost to trade and tourism by offering direct daily access to and from the heart of Europe. A modern and efficient ferry service means that road hauliers no longer have to access Europe through England, and tourists can now reach Scotland direct from the continent. Getting freight off our roads and on to ferries also eases congestion and pollution.





£1.5 million from the Integrated Transport Fund for Parliamentary powers for the Glasgow Airport rail link.

£3 million from the Integrated Transport Fund for support for a South East Edinburgh tram.

£500,000 from the Integrated Transport Fund for expanded engineering development work for the Airdrie to Bathgate rail link.

£2 million from the Integrated Transport Fund for better bus access into Aberdeen and improved public transport links.

- Traveline deals with over 16,000 enquiries a week
- By the end of the decade, there will be new rail schemes open and under construction across the country

Better Integration

We believe that travelling in Scotland should be straightforward and easy. Getting around often involves using different types of transport, or changes between vehicles. We are investing to make travel simpler, saving time and money. Our Integrated Transport Fund and Freight Facilities Grants do this. We are hugely increasing our integrated transport funding to £300 million a year by 2006.

- Grants for new freight facilities have enabled over 21 million lorry-miles per year to be transferred from Scotland's roads to more sustainable modes of transport such as rail and inland waterways
- Investment in new airport gateway terminals at Inverness, Kirkwall and Stornoway, improving landing aids and runways and enhancing safety and security

In Edinburgh, we funded the CrossRail scheme – the first new railway of the Scottish Executive – providing new stations in the east of Edinburgh in June 2002. During 2003 the new Edinburgh Park Station will open in west Edinburgh, serving the new business districts and providing an attractive alternative to the M8 from Glasgow. People can now travel across and into Edinburgh without changing trains, making the journey to work easier and helping to cut congestion on the City Bypass.

Building Better Transport

November 2002

Up to £750,000 for a new footbridge for Lockerbie rail station and new trains for Edinburgh Park

£150,000 for CCTV staff in Dunfermline

£59 million from the 5th round of the Public Transport Fund for 23 local public transport projects

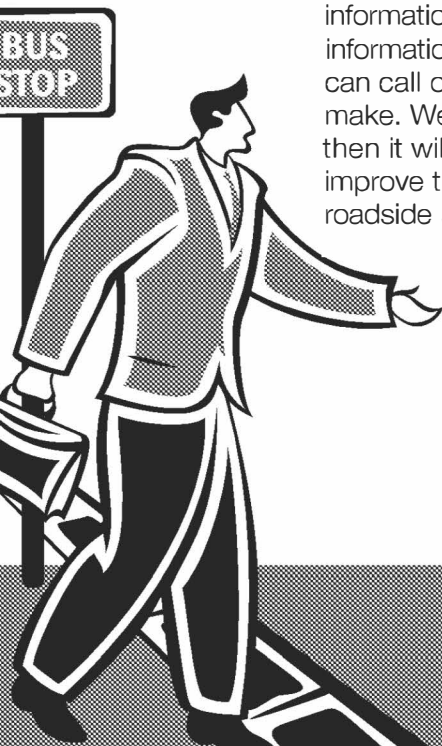
Passenger numbers at Glasgow and Edinburgh airports are growing significantly. People want to fly more often for business and to visit Scotland for tourism. We want to enable people to get to and from the airports with ease and without being caught by congestion. This is why we are working hard to develop rail links to both airports.

- The M77 and Glasgow Southern Orbital road will speed up access from the south west to Glasgow and central Scotland
- Largest single grant to Sustrans to upgrade the National Cycle Network

Edinburgh has experienced traffic congestion for many years, and this has become more acute with the city's growing economic success. Moving around cities is difficult at busy times, so we want them to have first-class public transport infrastructures. Trams will provide a major component of this infrastructure, and we have already announced major funding to gain Parliamentary powers for the first line in Edinburgh by 2006, with it operational by 2009.

Changing from bus to bus, or train to subway, often involves waiting outdoors or walking between stations. We are investing heavily in modern transport interchanges that allow people to transfer quickly and simply. The new Partick Interchange in Glasgow will be complete in late 2003, allowing people to transfer from bus to subway to train under one roof. Other interchanges in places like Alloa will offer similar benefits.

For many people, using public transport is difficult because timetables, fares and route information are hard to find. Traveline Scotland provides timetable and journey planning information on all modes of public transport for journeys throughout Scotland. People can call or use the internet to find up-to-date information on any journey they plan to make. We are funding the operating costs of Traveline until 2006, and expect that by then it will be answering over 1 million enquiries each year. We are also investing to improve the quality of information on trunk road conditions available both at the roadside and on the driver information (NADICS) website.





£6 million for the
air Interim Route
Development Fund

£8 million for local cycling,
walking and safer streets
projects

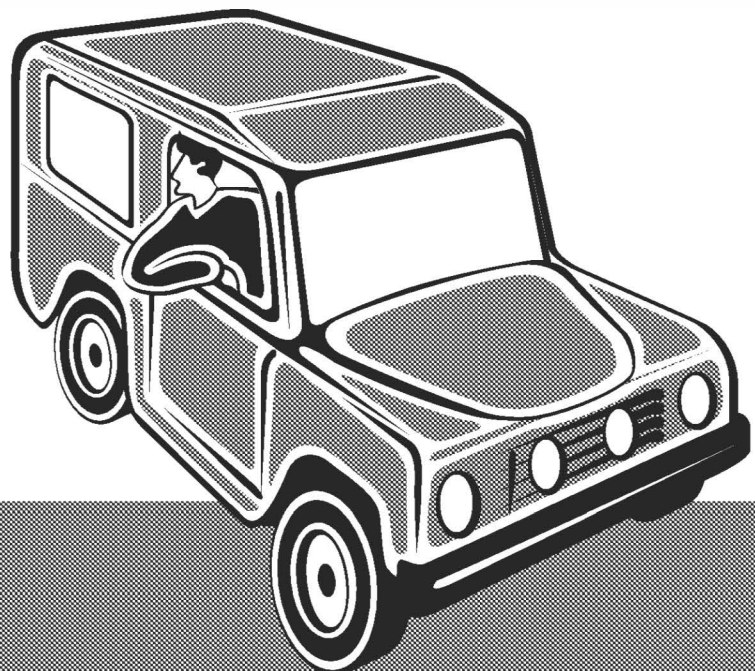
Over £1.4 million to Sustrans
to improve Scotland's
National Cycle Network

Greater Accessibility

The majority of Scotland's population relies on public transport for travel to work, education or leisure. Many of our vulnerable groups such as older or disabled people travel by bus, and many women and young people use public transport to move around. We believe that a socially-just Scotland is a Scotland where good public transport is accessible to all.

- Record expenditure on new vessels, harbour developments and subsidy for lifeline ferry services in the Highlands and Islands
- Over 5 years, the Public Transport Fund allocated £235 million to over 100 projects across Scotland

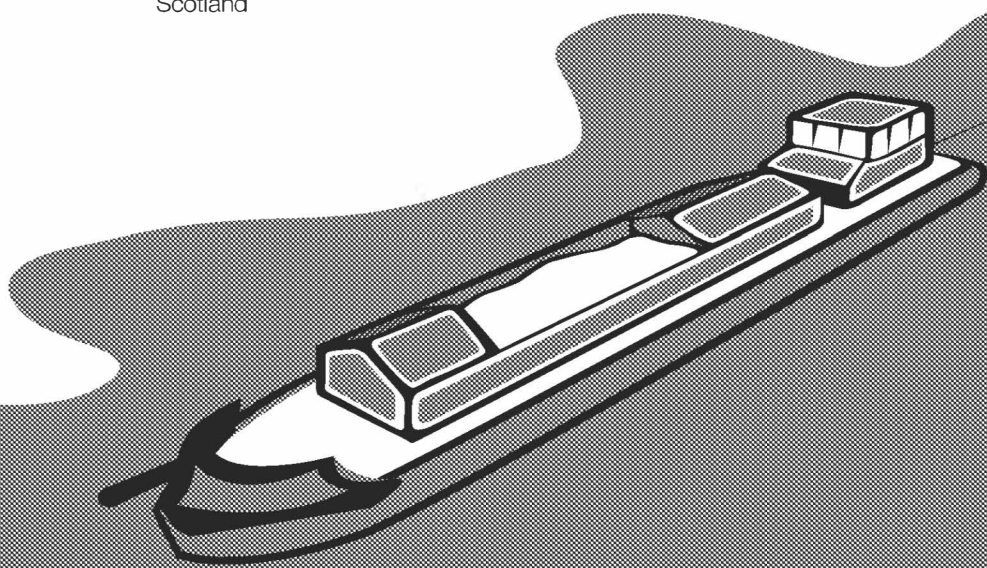
In our remote rural and islands communities people depend upon rail, air, sea and bus links to undertake daily activities. Many people in our Social Inclusion Partnership areas also rely on public transport. We are investing strongly in maintaining and improving lifeline services. Our Rural Transport Fund has given grants of £26 million to facilitate new services such as demand-responsive buses in rural areas where timetabled buses are not viable. We are increasing Rural Transport Fund funding by 30%, and will fund 30 rural community transport projects each year by 2006. We are investing in integrated rural transport pilots in Angus and Aberdeenshire, with more to follow.



December 2002

£7.1 million to Strathclyde Passenger Transport for delivering better transport services in the West of Scotland

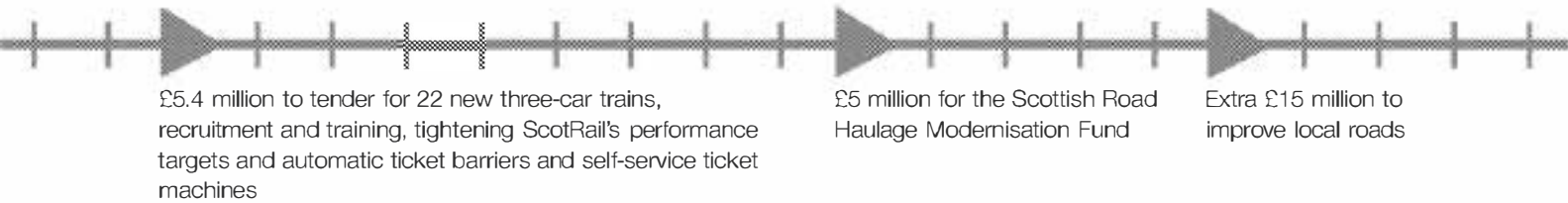
£2.1 million in Freight Facilities Grants to remove more than 1.3 million lorry-miles a year from Scotland's roads



We fund Highlands and Islands Airports Limited and use Public Service Obligations to maintain key links to a number of remote areas. Our new Interim Route Development Fund was established in 2002. This will fund development of new routes to improve Scotland's accessibility and connectivity to Europe for business, inward investment, and tourism.

- £21 million allocated to local authorities over 3 years for cycling, walking and safer streets projects, and another £18 million from the Public Transport Fund for cycling and walking-related projects
- By the end of the decade, motorway upgrades to the A8 and A80 will be well under way

The ferry services we support provide essential lifeline links to our remote mainland and island communities. We have invested heavily in the Northern Isles lifeline links to Orkney and Shetland, providing three new ferries, and are investing £35 million by summer 2003 in new piers and harbours for these routes. In tendering the Clyde and Hebrides ferry services we will protect fares and existing services, and incorporate some important enhancements. These include a new service across the Sound of Barra and a winter service between Kishorn and Tobermory. Maintaining these lifeline links is crucial to the future prosperity of these communities.



Cycling and walking are important modes of travel which are healthy and fundamentally sustainable. In 2002 we awarded the largest ever grant for cycling in Scotland – £1.4 million – to Sustrans, to enhance the National Cycle Network. Getting more people cycling and walking is at the heart of a sustainable Scotland. We remain committed to the National Cycle Strategy target to quadruple the number of cycle trips in Scotland between 1996 and 2012. We have begun consultation on a draft Walking Strategy for Scotland, and aim to publish a final strategy and guidance later this year.

- Rosyth-Zeebrugge funded: the first direct ferry link from Scotland to the continent
- New investment in new trains, more drivers and improved reliability and quality of journeys on Scotland's rail passenger network

Being mobile and able to access amenities helps us all to live life to the full. For older people and disabled people, travel can at times be difficult. We have introduced free concessionary local off-peak bus travel through local authority schemes across Scotland. This benefits over 1 million people, and makes transport inclusive.

The bus is our main means of public transport in Scotland, and more and more people are using buses. In the last three years, bus patronage has increased by more than 5% overall. The significant investments made in new buses, bus priority measures and joint-ticketing arrangements will help buses to beat congestion and provide more reliable and affordable services for those in disadvantaged and isolated communities.

Improving access in our urban areas will improve their prosperity, allowing more people to access jobs, education and training, as well as everyday services including shopping. We particularly support cross-city links that allow people to travel across urban areas. For example, in the Glasgow area we are investing in a rail link between Larkhall and Milngavie. This link will provide a new metro-style high frequency train service linking Dunbartonshire with Glasgow and Lanarkshire. Similarly, in Aberdeen we have supported development work for the CrossRail link from Inverurie to Aberdeen and Stonehaven to open up Aberdeen and its surrounding area, and provide new travel opportunities for many.

January 2003

£450 million package of roads and public transport improvements in central Scotland (Corridor Studies)

Commitment to fund proportion of costs for the Aberdeen Western Peripheral Route

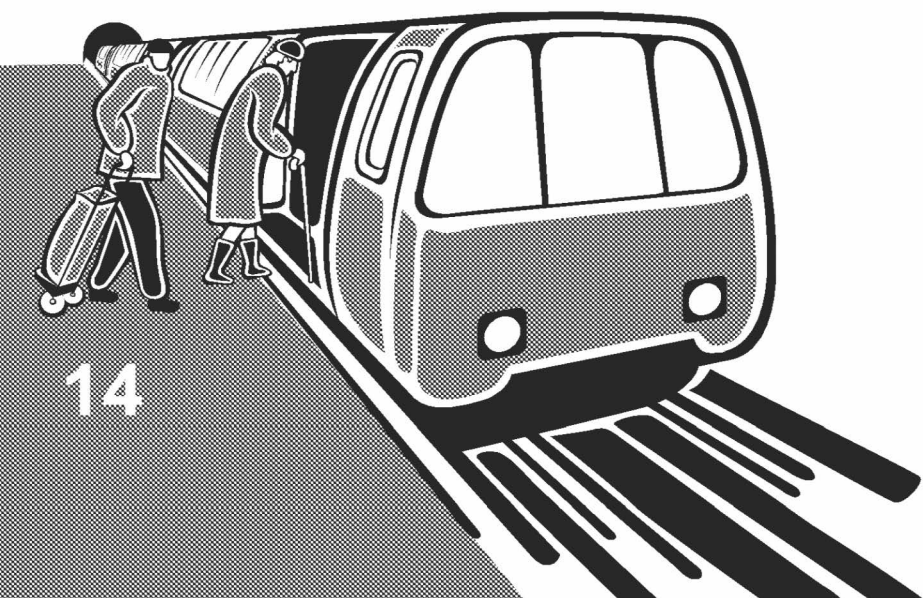
New Ways of Working


Transport is a large and complex undertaking. Planning, funding and bringing to life large transport projects is a complicated process. In order to guarantee safety, effectiveness and value for money, we must ensure that projects are undertaken responsibly and with the highest degree of professionalism. This kind of care and attention to detail takes time.

Building a new railway in Scotland requires approval by the Scottish Parliament. The process includes detailed public consultation on the proposal and securing the necessary Parliamentary time. Similarly, the process for constructing a new road is complicated. It involves substantial public consultation and takes time. We are doing all we can to speed up the process of transforming Scotland's transport infrastructure.

The Scottish Executive is also keen to find new ways of working which will assist us in bringing about positive change. We have encouraged and supported the creation of four voluntary regional transport partnerships covering almost all local authorities in Scotland. These are designed to promote greater partnership working between councils, and other other partners, to establish regional perspectives and priorities, and to address transport issues across boundaries. The partnerships are working successfully and maturing into a valuable regional presence. We are exploring the greater use of special purpose companies which blend public and private expertise, such as Transport Initiatives Edinburgh Ltd, as well as the funding potential of Public Private Partnerships.

In all new transport projects, we are making the use of Scottish Transport Appraisal Guidance (STAG) a central feature. STAG appraisal involves the assessment of projects against five criteria key to everything we do in transport – environment, safety, economy, integration and accessibility – and helps to ensure that any new project proposal is objective and open-minded, assesses all modes of transport and involves a broad range of stakeholders. In these ways we are constantly looking to improve what we do and the way we do it, in order to bring about the first-class transport systems Scotland needs.





February 2003

£14 million to improve the A77 between Ayr and Stranraer, and for improvements to the Whitletts roundabout in Ayr

£10 million for platform


lengthening on the Fife Circle, Bathgate, East Kilbride and Stirling railway lines

The Shape of Things to Come

The programme we have set ourselves is ambitious. It is not cheap but it is value for money. The Scottish Budget for 2003-2006 recognises the priority we have given to transport and provides the resources to deliver our key projects and more. Central to that is the development of an effective public transport system enabling people to get to work, school and shops, and goods to market efficiently and sustainably. For over half the population public transport is their main method of travel, and it needs to be better. By the end of 2006 spending on transport will reach almost £1 billion per year, with 70% of that targeted on public transport.

As well as the direct spending, the budget provides for capital charges we pay for the substantial asset we have created in the trunk road network, worth over £10 billion. Although this may appear a technical matter it is a clear indicator of the strategic importance to business and community alike of a well-maintained road system.

To give security to our delivery programme, we are developing a transport investment strategy and taking a longer-term approach to financial planning. This will ensure that our key projects retain their priority within the transport programme as competing demands – perhaps on a shorter timescale – arise. This is an important change which puts the focus on getting projects completed and ready to provide useful services to the travelling public.

- 
- By the end of 2006, Scottish Executive spending on transport will reach almost £1 billion per year, of which 70% will be targeted on public transport

By 2011, our presumptions about the best way to move around Scotland and beyond will have changed. There will be real alternatives to the car, new connections between communities and a quality trunk road network that complements the public transport systems.

These changes represent a radical change to our attitude to transport – no longer a side show to the success of Scotland, but a key driver for prosperity. Transport is the key to breaking gridlock in our cities, improving air quality and helping to close the opportunity gap. We are committed to the dramatic improvements which our transport programme offers. Working with public and private partners, on time, and providing value for money, we will be making this a decade of delivery for transport.



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