



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

National Transport Strategy

Fourth Delivery Plan

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Ministerial Foreword

I am pleased to introduce the fourth Delivery Plan for the National Transport Strategy (NTS).

Through a challenging year, I have been impressed by, and am extremely grateful to, all of our partners across the breadth of the transport sector, who have stepped up, through considerable financial challenges, to ensure continued progress towards a sustainable, inclusive, safe and accessible transport system.

Transport touches the everyday lives of the people of Scotland of all ages and at all times. The £4 billion transport budget for the 2025-26 financial year includes maintaining and running the current system, as well as providing new infrastructure, and is essential for almost all economic activity in one way or another. However, the impact of transport goes well beyond this. Not only is it essential for the economy, but it is crucial for wellbeing, in terms of social interaction, from visiting friends and family, to accessing leisure activities and health services.

Transport is an important foundation for achieving all of the First Minister's priorities. As set out in our Programme for Government, published in September this year, we will strive to eradicate child poverty; grow our economy; tackle the climate emergency, and improve public services. The Scottish Government's policy programme will focus on these four areas, which align strongly with the priorities of the NTS: reducing inequalities, taking climate action, delivering inclusive economic growth, and improving our health and wellbeing.

Transport plays a key role in addressing inequalities and ensuring a just transition to net zero, both in terms of socio-economic inequality and providing those who need it most with access to communities and labour markets. One way to reduce poverty and, in particular, child poverty, the single greatest priority for this Government, is through free bus travel for young people. 2.3 million people across Scotland can now travel free on any bus journey and young people, specifically, have now made over 176 million free journeys, opening doors to new opportunities. We will continue to work with local authorities to ensure as many children as possible can access their free bus entitlement, cutting travel costs and making sustainable travel a more attractive option.

The Scottish Government remains fully committed to meeting our target of net zero emissions by 2045 and we are already halfway there. However, further reducing travel by the highest emitting modes, by car and by lorry, and shifting to less carbon-intensive modes, such as bus and train, will not be easy. Substantial investment and behaviour change will be required. We must provide alternative, lower carbon ways

of travelling that command public and business confidence. To that end, we will provide over £2.6 billion to support public transport over the 2025-26 financial year.

To deliver economic growth and support high-value jobs, the ability to move around people, goods and services in a reliable way is crucial. We need resilient transport links. Our long-term plans for investment in Scotland's transport network are set out in the second Strategic Transport Projects Review (STPR2). Island communities will benefit from delivery of three of the six new major ferries currently under construction to provide services for Arran, Islay and the Little Minch. We are also progressing the procurement of seven new electric ferries through Phase 1 of the Small Vessels Replacement Programme.

Progress since the 2023-24 Delivery Plan

We have achieved considerable progress towards the four NTS priorities over the past year in a number of areas, as we see projects complete and celebrate milestones. Also, importantly, many of our activities continue to centre on maintaining and operating our current transport system, which is essential for getting people and goods where they need to be; allowing access to employment, education and leisure activities; and ensuring business competitiveness.

We continue to tackle inequalities, improve accessibility and seek to increase affordability. This year, for instance, saw the reopening of Levenmouth railway, at an investment level of £116 million, with two fully accessible stations at Cameron Bridge and in Leven, and passenger services commencing from 2 June. Over one kilometre of active travel bridges and routes connecting communities to the new stations are in delivery as part of the programme, and Scottish Ministers committed £5 million to maximise the socio-economic benefits of the new rail link, which has been match funded by Fife Council.

Since January 2022, over 176 million journeys have now been made [at 31 October 2024] by young people using free bus passes and more than 772,000 cardholders have now signed up. Following the completion of the ScotRail peak-fares pilot, we have introduced a twelve-month discount on all ScotRail season tickets and have permanently amended the terms of flexi passes to create a discount for those who travel less frequently.

Work is underway on the Islands Connectivity Plan (ICP), setting out how ferry services, supported by other transport modes, will be delivered, and strengthened, working towards a long-term vision, with [findings](#) from the recent public consultation

and community engagement on various islands published alongside our [initial response to the consultation report](#).

The first of the six new major vessels - MV Glen Sannox - was delivered to Caledonian Maritime Assets Ltd (CMAL)/CalMac in November 2024 and operational readiness activities are well underway, with deployment on the Troon-Brodick route expected in January 2025. Construction of the five other major vessels is underway and the second stage of procurement for seven new small vessels started in August 2024.

Moreover, since 1 June, all four of Scotland's largest cities have been fully enforcing Low Emission Zones, bringing benefits for cleaner air and public health.

Achieving net zero by 2045 remains a key focus and we continue to take steps towards this goal, working with councils who want to take forward their own demand management policies, encouraging a switch to less polluting modes and decarbonising public transport.

A new website and app for [Traveline Scotland](#) has launched, improving the quality of journey planning information available and helping support the shift to more sustainable modes. It includes all public transport modes and cycle schemes, as well as providing detail on tickets and journey cost options. It allows users to choose what matters most to them, be that the quickest route, fewest changes, step-free access or the route with the smallest carbon footprint. Further to this, digital concessionary ferry tickets for services to Orkney and Shetland have been launched, improving our concession scheme integrity.

On rail, we electrified the Barrhead line and we are electrifying the East Kilbride line. We are also providing a travel interchange at a relocated Hairmyres Station. 75% of passenger journeys on rail are already on electrified lines.

We have awarded substantial funding to local authorities to encourage greater private investment in the electric vehicle (EV) charging network. We already have the most comprehensive electric charging system outside London, which is encouraging people to switch to EVs. We have enabled collaboration across stakeholders to ensure Scotland has met the target of having 6,000 public EV chargers two years ahead of the planned schedule of 2026. We have published [research](#) exploring where charging and hydrogen fuelling will be needed for Heavy Goods Vehicles (HGVs) in the future.

The third Scottish National Adaptation Plan (SNAP3) was published during Climate Week in September. The Plan sets out actions to build Scotland's resilience to the impacts of climate change, including in relation to our transport system.

Delivering a wellbeing economy requires a resilient and reliable transport system that gets people and goods where they need to be, and allows businesses to be competitive. To this effect, we continue to safely operate and maintain 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.

Our commitment to progress our A9 Dualling Delivery Plan is unwavering. The construction contract for the A9 Dualling: Tomatin to Moy project was awarded in July. Once major works commence in Spring 2025, this will kickstart our rolling programme of construction to dual the A9 between Perth and Inverness. The works will support local businesses, tourism and communities, by improving access to the Highlands. The procurement to dual the A9 between Tay Crossing and Ballinluig is also currently underway, with contract award expected in Summer 2025.

We have completed Phase 1 of the medium-term solution improvements at the Rest and Be Thankful on the A83 and awarded a contract for the long-term solution ground investigation site works. We also published the draft outcomes of the [A96 Corridor Review](#), including the climate compatibility assessment and other statutory assessments, for consultation.

We published our [Aviation Statement](#) in July 2024, which sets out, for the first time, the strategic importance of aviation to Scotland and the specific actions we will take to help ensure we can continue to enjoy its many benefits, while significantly reducing emissions.

In terms of health, wellbeing and increasing the safety of the transport system, we have committed over £157 million this financial year to projects that make it easier to walk, wheel and cycle, including £35 million through Tier 1 of the Active Travel Infrastructure Fund, across all 32 local authorities; £19 million for our new regional behaviour change programme; and over £2 million for Bikeability.

We are already seeing encouraging improvements in the number of people walking and cycling where there is safe infrastructure, and we have seen significant transformational infrastructure delivered this year, for example: in Glasgow's South City Way, linking the South Side and the City Centre; in North Ayrshire, where we have extended the National Cycle Network at Fairlie; and in Clackmannanshire, with over £1.8 million funding supporting a new walking, wheeling and cycling route between Alva and Menstrie.

Road safety remains an absolute priority and we are determined that we continue to make investments to meet the targets contained in our [Road Safety Framework to 2030](#) and to achieve safer road travel in Scotland, now and in the future. We are investing a record £36 million towards road safety in the 2024-25 financial year. This

includes funding to help local authorities improve safety on local roads, campaigns to tackle the behaviours identified as causing most harm on our roads, and continued development of learning resources for children and young people, enhancing road safety across Scotland. In addition to this, we continue to invest in the Safety Camera Programme to encourage improved driver behaviour and ultimately enhance road safety across Scotland.

Fourth Delivery Plan: Introduction

This NTS Delivery Plan sets out the range of actions the Scottish Government will take until the end of 2025 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.

Vision, Priorities, Outcomes and Policies

The vision for transport is underpinned by four priorities, each with three associated outcomes. The vision, priorities and outcomes are at the heart of the NTS and are the basis upon which we take decisions and evaluate the success of Scotland's transport policies going forward.

Our Vision

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



Figure 1: NTS Vision and Priorities

A range of strategic policies were also developed to drive change and address the challenges, in order to achieve the priorities and outcomes, and deliver the vision. The policies are high-level statements of intent and are presented throughout the document under the outcomes. Under these, sit specific actions. Impact assessments for each action are carried out during the policy, project and programme development stage.

This Delivery Plan sets out the actions being taken by the Scottish Government in relation to the NTS. It does not cover actions being taken by the wider public, private and third sector in Scotland, all of which work to progress the overall vision. This is in

the context of the transport sector as a whole, supporting over 150,000 full-time equivalent jobs and being around 7-8% of Scottish Gross Value Added and employment. Our actions in maintaining and enhancing the transport system help to ensure the benefits of the economic activity, that they are instrumental in generating, can be enjoyed by the people of Scotland, through the ability to access leisure and social opportunities. A separate report on the Value of Transport to the Economy is due to be published in early-2025.

We have attempted to group the actions we are taking under specific themes, but the majority of the actions contribute to more than one of the strategic priorities.

The information within this Delivery Plan is correct as of 10 December 2024, and this plan runs until the end of 2025.

Engagement

Delivering the vision remains a shared endeavour, with responsibilities across the Scottish Government, operators, local authorities, business, industry and users. This approach to collaboration was key to the development of the NTS at its outset and remains at the heart of our day-to-day working.

The Cabinet Secretary for Transport co-chairs the NTS Delivery Board, alongside the Convention of Scottish Local Authorities (COSLA). The Board brings together a number of organisations who hold a statutory responsibility for delivery of the NTS.

We also engage with a range of organisations on equality issues, and this year, the Transport Equality Group was established, which includes representation from BEMIS, Scottish Youth Parliament, Mobility and Access Committee for Scotland, Engender and Age Scotland.

To support the Inclusive Economic Growth priority at the strategic level, we engage with a range of businesses and industry through the Transport Business Group. This group includes Logistics UK, VisitScotland, Scottish Enterprise, Airport Operators Association and the Rail Freight Group.

Rural issues, specifically, are addressed through a Ministerial working group convened to take forward development of the Rural Delivery Plan by 2026. We also engage with the Convention of the South of Scotland (COSS) and the Convention of the Highlands and Islands (COHI), participating in bi-annual events, each attended by a number of key regional partners.

Engagement at policy level is carried out across Transport Scotland and Scottish Government, and we would like to thank all of our partners and stakeholders for the

hard work over the past year and continue to look forward to working together in 2025.

Monitoring

In 2021, we published the NTS Monitoring and Evaluation framework, which highlights headline and secondary indicators that we routinely monitor and report on. In 2022, the baseline for these indicators was published, drawing on data from 2019 - the last full year prior to the NTS' implementation. The indicators reflect the NTS' four priorities and are designed to provide measures of progress. We will produce three-yearly reports on progress, with the first report against this baseline [published on 19 December 2024](#).

Annually, we also publish statistics, which report on the monitoring and evaluation indicators. This includes the number of people who reported walking or cycling over the past seven days or who used the bus over the last month; tonnes of greenhouse gas equivalent emitted by the transport sector over the most recent year for which data are available, broken down by mode. We have measures for how easy it is to get to work and school, by public transport. These results are broken down, where possible, by protected characteristic, socioeconomic status and geography.

We continue to report on existing targets and strategic objectives, such as achieving net zero by 2045 and our road safety targets.

Fiscal Constraints

The Scottish Government has faced the most challenging financial situation since devolution, as a result of unprecedented economic pressures, following the pandemic and the cost-of-living crisis. Transport is particularly impacted by these challenges, given its exposure to energy price and construction sector inflation, as well as pay and ongoing patronage recovery following COVID-19, on the public transport network. It is within this difficult landscape that we have had to take tough decisions to prioritise work that will most effectively deliver on our commitments.

Despite these ongoing challenges, we are focusing on delivering on the NTS priorities, operating and maintaining a transport system that everyone needs, and progressing the First Minister's stated missions of eradicating child poverty, growing the economy, tackling the climate emergency and of improving public services.

Reduces Inequalities

There are three outcomes under the Reduces Inequalities priority:

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

Over the fourth Delivery Plan period:

- We will remain committed to supporting delivery of concessionary travel and we will maintain existing eligibility to 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.
- We will work with bus operators and local authorities to ensure that more children can access their free bus entitlement, and that they use buses responsibly.
- To increase stability in the bus system, Transport Scotland, working with local government, industry and other stakeholders, will develop a bus services improvement plan and delivery framework to improve future availability of bus services across Scotland.
- We will continue to sponsor the Mobility and Access Committee for Scotland (MACS) to advocate for accessible transport systems, to ensure inclusive policies and to address specific challenges, such as active travel, digital ticketing and access to healthcare.
- We will progress the activities set out in the 2024-2026 Accessible Travel Framework (ATF) Delivery Plan. Activities are spread across seven workstreams, which include clear pathways, journey planning, improving passenger experience, and improving the evidence base. Planning for the ATF successor, including ensuring a stakeholder engagement route map, will continue.
- The Scottish Government will progress the development of the Rural Delivery Plan, which will set out how we are delivering for Scotland's rural mainland communities. The Plan, which will be published by the end of the current Parliament, will cover transport and a range of key areas including agriculture, housing, social justice, skills, digital connectivity, economic development, and health and social care.

- We will develop and publish a sectoral Just Transition Plan for transport, alongside others for energy, built environment and construction, and land use and agriculture.
- 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 Control period 7 (2024-2029).
- Options to improve accessibility at Dunkeld and Birnam Rail Station will continue to be developed through the ongoing engagement with the rail Industry, local representatives and members of the community.
- We will retain Road Equivalent Tariff (RET) as the basis for all passenger and islander vehicle fares and consider changes to RET, including how the RET formula will be applied on longer routes, such as Shetland, removing RET for non-islanders, and publish a review of the RET car formula.
- 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 opportunity for island communities and those who require to travel with a vehicle at shorter notice.
- With CalMac, we will pilot creating dedicated vehicle-deck space for healthcare workers travelling to and from Arran and Cumbrae.

Takes Climate Action

There are three outcomes under the Takes Climate Action priority:

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

Over the fourth Delivery Plan period:

- Scottish Ministers will bring secondary legislation to set five-yearly Carbon Budget levels, within three months of receiving advice from the Climate Change Committee (CCC), which is expected in Spring 2025 (exact date to be confirmed). This follows the Climate Change (Emissions Reduction Targets) (Scotland) Act receiving Royal Assent on 22 November 2024.

- We will progress our ambition of a 20% reduction in car use by 2030, with a route map, including a timeline for implementing 'demand management'.
- We will consider the Audit Scotland Sustainable Transport Audit Report findings and actions that we can take forward in response, during 2025.
- We remain committed to demonstrating environmental sustainability, through the delivery of environmental protection, climate change mitigation/adaptation and air quality initiatives, across the full scope of our road activities (maintenance, improvement and operations).
- Transport Scotland will publish a Trunk Road Adaptation Plan by 2025. This will be based on the most up-to-date climate change projections (UKCP18), and climate vulnerability and risk assessments, building on previous studies undertaken to identify locations where future adaptation of the trunk road network will be required, and recognising collaboration between transportation agencies, urban planners, engineers, and environmental experts is essential for developing comprehensive resilience.
- We will support action on climate change adaptation schemes at vulnerable locations across the trunk road network, and the Vulnerable Locations Operation Group will encourage innovation, collaboration, and delivery on adaptation.
- Over the course of the 2024-25 and 2025-26 financial years, we will invest £41.7 million, 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 will set a route map for enabling the delivery of approximately 24,000 additional public electric vehicle charge points by 2030 to support the ongoing move to electric vehicles, through our Vision Implementation Plan.
- We will work with fleet operators, the energy sector, financiers and others, through a new financing forum to identify ways in which the transition to zero-

emission heavy duty vehicles and their supporting infrastructure can be funded in a sustainable way.

- Building on research published in September 2024, we will continue to work with the road haulage sector, academia and the energy network operators to map the potential future need for energy infrastructure for heavy vehicles, allowing investments in the energy network and charging facilities to be made effectively.
- We will complete electrification and enhancement of the Glasgow – East Kilbride rail line, facilitating the switch to electric trains from diesel trains, and will continue to develop our plans for decarbonisation elsewhere on the Scottish rail network.
- We will work with the maritime sector in Scotland to transition to a decarbonised future, while continuing to facilitate key movement of goods and people and offshore energy development.
- We will implement the actions in our new Aviation Statement, including to help develop Scottish Government policy on sustainable aviation fuel.
- We will receive advice from the National Smart Ticketing Advisory Board on the strategic development of smart ticketing in Scotland, including advice on the national technological standard to improve smart ticketing integration between modes, as well as advising on schemes.
- We will introduce phased improvements to the Traveline Scotland website and app, to include real time bus location information and other features.

Helps Deliver Inclusive Economic Growth

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

- Will get people and goods where they need to get to;
- Will be reliable, efficient and high quality; and,
- Will use beneficial innovation

Over the fourth Delivery Plan period:

- In 2025-26, we will invest £1.1 billion in ensuring our motorway and trunk road network is safe, resilient and efficient, and over £1.5 billion in rail.

- We will 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 support the delivery of value-for-money, sustainable and innovative infrastructure and services, through a strategic and systematic approach to procurement.
- As always, we will plan for and respond to resilience challenges and planned major events, as they affect Scotland's strategic transport network.
- We will keep supporting delivery of publicly-funded ferry services; we will progress the development of the Clyde and Hebrides Ferry Service 3 (CHFS3) Contract for commencement on 1 October 2025, and we will continue working with the councils, through the established ferry Task Forces to support their preparation of robust business cases.
- We will welcome further deliveries and deployments of the six new major ferries over the course of 2025 to provide services for Arran, Islay and the Little Minch, and work with CMAL as they progress the procurement of seven new electric ferries through Phase 1 of the Small Vessels Replacement Programme, with a view to contract award in March 2025.
- We will conclude the ongoing business case review work for Ardrossan Harbour, and look to progress a robust and deliverable long-term solution for Arran's mainland port provision.
- We will publish final versions of the two Islands Connectivity Plan (ICP) papers – the ICP Strategic Approach and the Vessels and Ports Plan.
- 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 remain committed to supporting Highlands & Islands Airports Ltd (HIAL) to maintain operations at 11 airports, ensure the continuation of the Glasgow to Campbeltown, Tiree and Barra air services, support the continuation of the Dundee to London and Wick to Aberdeen air services, and ensure the continuation of the Air Discount Scheme, which we will review.

- We will help grow Scotland's international aviation connectivity, while not returning to previous levels of emissions, by implementing the relevant actions in our new Aviation Statement.
- We will publish an updated Road Asset Management Plan (RAMP) for Scottish Trunk Roads, which sets out how Scotland's trunk road network is maintained strategically and efficiently, in order to protect our assets and ensure maximum value for money from our road maintenance activities.
- We will continue to sponsor the Scottish Road Works Commissioner (SRWC), including provision of the direct financial support required for SRWC via Grant-in-aid, to bring about sustained improvements in the planning, coordination and quality of road works throughout Scotland.
- We will progress dualling the A9: commencing construction of the Tomatin to Moy contract; continuing procurement for the Tay Crossing to Ballinluig project; commencing procurement for the Pitlochry to Killiecrankie project; progressing design and development work for the Pass of Birnam to Tay Crossing project; and undertaking work to inform further decision-making on the use of Mutual Investment Model contracts. The completed works will improve access to and from Highland communities, boost road safety, journey times and reliability, and generate economic growth.
- We will take forward the final stage of the process for acquisition of land required for the A96 Dualling Inverness to Nairn (including Nairn Bypass), and progress work to determine the most suitable procurement option.
- The Scottish Government will use the feedback from the public consultation on the A96 Corridor Review and the evidence-led transport appraisal that supports the Review to make a final decision on how best to take forward improvements along the corridor.
- We will take forward the final stage of the process for acquisition of land required for the A9/A96 Inshes to Smithton, and progress work to determine the most suitable procurement option.
- We will continue construction of future phases of medium-term works for the A83 Rest and Be Thankful and publish the draft Orders for the long-term solution.
- We will progress the ongoing temporary propping work on the M8 Woodside Viaduct, as we look to develop a permanent intervention.

- We will remain committed to managing, maintaining and developing the Traffic Scotland Service, and the provision of accurate and relevant traffic and travel information to customers, through roadside display equipment, variable message signs, and web services, contributing to the safe, efficient and resilient operation of the trunk road and motorway network.
- Through ScotRail, we will launch a procurement exercise for replacement of ScotRail's fleet of intercity trains.
- We will advance the ScotRail fleet replacement programme through the further development of specifications for life expiring rolling stock on rural and suburban routes.
- 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.
- We will do this alongside striving to ensure delivery of high performing and efficient rail passenger services, through robust governance, clear accountability, and strategic alignment of the Scottish Ministers' priorities with rail delivery partners. This includes support on pay policy for ScotRail and Caledonian sleeper, and other industrial relations matters.
- We will sponsor, work with and monitor the activities of Scottish Rail Holdings, as it works to enable Scotland to have the best possible passenger rail services.
- We will continue to provide Regional Transport Partnership finance sponsorship and budget monitoring, and provide funding to Strathclyde Partnership for Transport (SPT) for their Subway Modernisation Programme.
- We will keep providing technical assurance to SPT, as they lead 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 complete by early-2027.
- We will remain dedicated to supporting the development of the skills and expertise that organisations require to make the transition to zero emission forms of transport, and to exploit the economic and commercial opportunities for companies in Scotland that the transition presents. We will set out further detail within the draft Transport Just Transition Plan.

- We will engage with Distribution Network Operators to share the most up-to-date modelling and projections we have on how Scotland's electricity networks will need to change to support road transport decarbonisation.
- We will continue to work with the UK Government, as they develop regulations and implementation for the safe deployment of self-driving vehicles in the UK.

Improves our Health and Wellbeing

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

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

Over the fourth Delivery Plan period:

- We will assist Scotland's 32 local authorities in enhancing road safety across the local road network, through the Road Safety Improvement Fund, to support critical safety schemes focused on lowering risks and reducing casualties on local roads. This is in addition to supporting the delivery of 20 mph speed limit schemes across Scotland, where appropriate. The delivery of these schemes is expected to enhance safety on active travel journeys that present a road safety risk to pedestrians and cyclists.
- We will remain committed to our core trunk road casualty programme of work, investigating personal injury accident clusters and stretches of roads with higher accident rates, and implementing identified engineering measures, as appropriate. Rural junction improvements, bend treatments, barrier works, interactive signs and proactive risk removal activity is on-going across the network.
- We will progress work to introduce 20mph limits on all appropriate roads across the trunk road network by 2025, as part of the Programme for Government commitment.
- We will invest over £7.5 million in the Safety Camera Programme in 2024-25, rising to £7.7 million in 2025-26. Working in partnership with Police Scotland and all 33 road authorities, the programme aims to improve driver behaviour by deploying targeted enforcement in locations with evidence of both speed and injury collisions.

- We will conclude and take forward the results of the [public consultation](#) to gather views on proposed changes to speed limits in Scotland. This review is aimed at enhancing road safety, which aligns with Scotland's ambitious road safety goals.
- We will provide the newly published [Implementation Guide for 20 mph Speed Limits in Scotland](#) to local authorities. This will ensure a consistent and effective approach to implementing 20mph limits, fostering safer environments in communities across the country.
- We will work with key stakeholders and partners to implement the Road Safety framework to 2030.
- We will remain dedicated to making it easier for people to walk, wheel or cycle on everyday journeys. Through capital investment in active and sustainable travel, we will continue to deliver infrastructure projects through our new tiered delivery model, which sees more direct funding available for local authorities, Regional Transport Partnerships and National Parks. 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 deploy digital technologies to modernise services, including launching the first version of a personalised digital health and social care service which, over five years, will provide digital notifications, access to personal health information, and options for interacting online with health and social care services. This could reduce pressure on the transport network by eliminating the need to travel for certain appointments.
- The Scottish Government will take forward work to implement the commitments in the Transport to Health Delivery Plan, published in October 2024. Commitments include supporting Regional Transport Partnerships to develop their own plans around Transport to Health, and to consider incorporating transport information into digital sources, including the NHS inform and Traveline apps.
- We will develop and deliver the next Transportation Noise Action plan to prioritise the management of transport noise, respect our environment, and contribute to health, wellbeing, and sustainable economic growth.
- We will consider sanctions and further measures for introduction to ensure that the small number of incidences of serious anti-social behaviour on buses can be dealt with appropriately.

- We will take forward actions from research we commissioned on the safety of women and girls. For instance, ScotRail are looking into expanding the Travel Safe Team established in 2023. This is made up of police officers and supervisors who engage with customers and staff to identify issues and carry out targeted engagements.



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