



Strategic Opportunities for our Transport Network

**APSE Roads and Street Lighting Working Group
Meeting 28/8/26**

Desired outcomes

- Expand the shared understanding of the key strategic challenges facing public sector overseeing roads and transport
- Identify opportunities for stronger collaboration between SCOTS and APSE
- Agree potential next steps, including any follow-up actions or working groups





Context

Councils are responsible for:

- 94% or 52,726km of Scotland's roads
- Council roads account for 62% of vehicular distance travelled and
- 99.9% of all journeys start/finish on a local network

SCOTS :

- Established in 1996
- [About SCOTS | SCOTS](#)
- A collaborative, voluntary, professional society for all 32 Roads Authorities, Tayside Contracts, Ayrshire Roads Alliance and the 7 Regional Transport Partnerships
- Multiple Working groups and oversees joint programmes for Road Asset Management and Condition survey for Local Roads
- Supports and advises COSLA and SOLACE
- Links to Transport Scotland, DFT
- Supported by the Improvement Service



Strategic Opportunities for our Transport Network

- Strategic Context
- Current State
- Data and analysis
- Cash
- Environment/Places/Economy
- Our Asks and Offers



Addressing climate change in Scotland
A summary of key recommendations for public bodies



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Strategic Context

- We are 6.5 years into the 20 year Co-produced National Transport Strategy;

“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.”



Strategic Context

- The road, rail and ferry network (in its broadest sense) provides the core “lifeline function” that keep our communities safe and viable (services, supplies, utilities, emergency access etc), a key consideration in terms of future climate adaptations and resilience requirements
- Scotland requires a safe, well maintained, effective network that is resilient to future demands and climate change pressures, across the trunk and local road networks.



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Current State

- The Grey and Black Asset base – 56,000km Local Roads
- Our most valuable publicly owned set of assets - carriageways, footways, street lighting, structures, traffic signals, cycleways..... And 99% of journeys
- Current physical condition needs £330m+ to ensure it doesn't get any worse
- Trend is not upward



Current State

- Active Travel Fund – Success story
- Road Safety Fund – Very welcome
- Bus Infrastructure Fund – Very Welcome
- But what about the other key assets that make the system work - Structures, Street Lighting, Signage, EV Infrastructure, Drainage
- Climate Mitigation/Adaptation



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Data and Analysis

- Data - All 32 LA + 7 RTP have core data on
 - Road and Bridge stock Condition
 - Backlog Calculations
 - Revenue and Capital Spend
 - Casualties
 - Local/Regional Passenger Transport data
 - Air quality
 - Congestion, Travel times, Modal share
- Research
 - [the-value-of-the-local-roads-network-in-scotland-research-report-summary.pdf](#)
 - Scottish Roads Research Board
 - Live Labs 2



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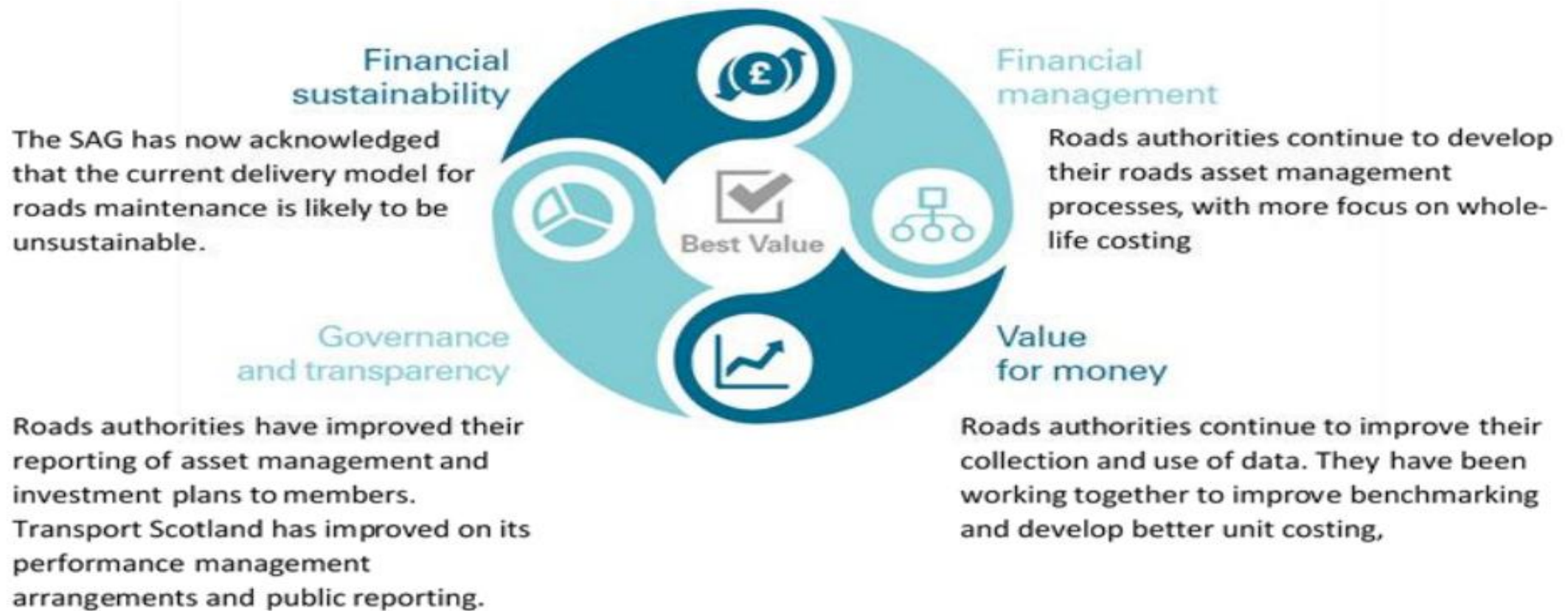
Category	£m	%
Railways	1,199	33%
Trunk Roads	655	18%
Bus + Concessionary Fare Scheme	605	17%
Ferries	229	6%
Highlands and Islands Airports	60	2%
Canals	38	1%
Freight	1	0%
Other ¹	385	11%
<i>Local Authority Roads</i>	<i>313</i>	<i>9%</i>
<i>Local Authority Public Transport</i>	<i>122</i>	<i>3%</i>
	3,607	100%

Cash



Scottish Transport Statistics 2024
Other: Includes subsidies for the Community Transport Association, piers, harbours, road safety, safer routes to schools

Exhibit 1: How *Maintaining Scotland's Roads: A follow-up report* made an impact in terms of the four audit dimensions



Cash (and how we used it in 2018)

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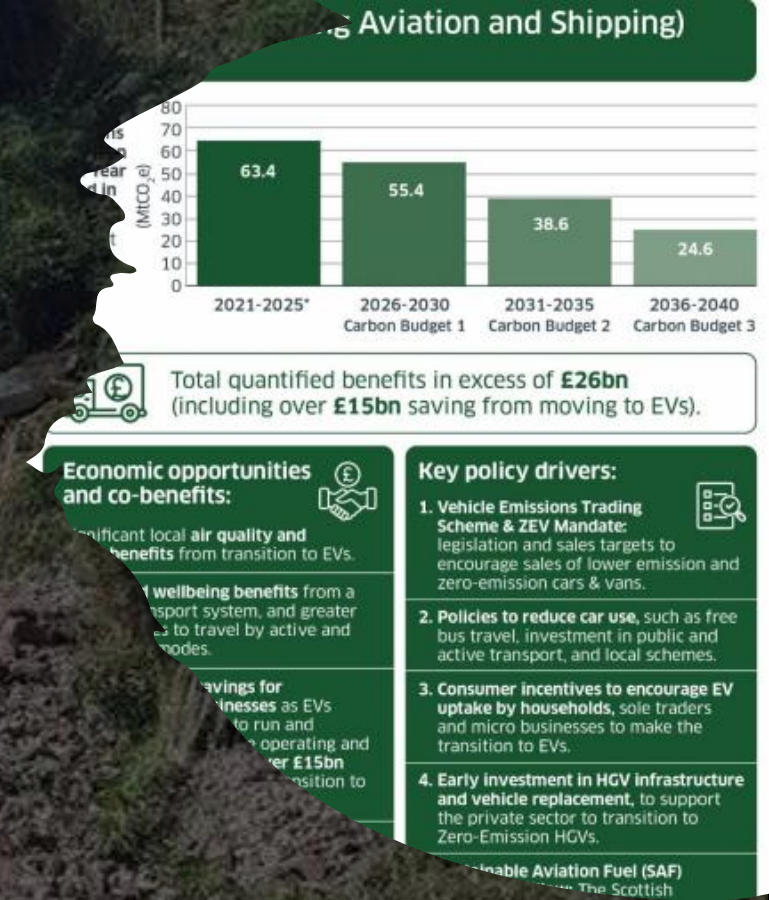




Environment

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Adaptation



Scottish Government
Riaghaltas na h-Alba

Scottish National Adaptation Plan
2024 – 2029

Actions today, for a climate resilient future.

What is the political and public expectation for our Places?

Fewer
Potholes

Cheap Parking

More and
Cheaper
buses

Better air
quality

More people
travelling
actively

“safe “ roads

Reduced
congestion



Economy

- First and Last Mile on the current network
- Ensuring safety of the workforce = requiring restrictions and closures impacting on all places and citizens.
- Costs of moving people and goods as systems adapt from depending on Internal Combustion Engines



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- SCOTS have fewer volunteers than ever but we are still just about here and have strong profile
- RAMP is a continued success and shows what can be done across Scotland
- RTPs working well together and within SCOTS
- Data gathering next gen is collective opportunity
- Strong links to COSLA



“Offers “?”

- SG/TS to better co-ordinate asks on consultations, working groups and guidance
- Enhanced collaborative approach on data, research and AI
- Early engagement on policy development
- More “national by agreement workstreams”
- Workforce for the future
- Single voice



“Asks”

Discussion 😊

