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Transport Committee
Wednesday 4 November 2026
10th Meeting, 2026 (Session 7)

Pre-budget scrutiny

Introduction

This paper provides background information for a session involving two witness panels, the first consisting of road and rail industry organisations and professional bodies, the second made up of ScotRail Trains Ltd and Network Rail, who last appeared before the Committee on 16 September 2026.

Background - Rail

Transport Scotland, acting on behalf of Scottish Ministers, is responsible for the specification and management of the ScotRail and Caledonian Sleeper contracts. It is also responsible for setting the high-level strategy for the maintenance and enhancement of the Scottish rail infrastructure by Network Rail. In common with other national rail networks, the Scottish rail network cannot cover its costs through fare and freight carriage revenue alone, so the Scottish Government provides funding to ScotRail, Caledonian Sleeper and Network Rail to allow them to carry out their respective tasks.

Since 1st April 2022, ScotRail services have been provided within the public sector by **ScotRail Trains Ltd**, under the auspices of **Scottish Rail Holdings** (SRH) – its holding company. Both organisations are private limited companies that are owned by Scottish Ministers. Caledonian Sleeper, which provides overnight rail services linking northern and central Scotland with London, was brought under Scottish Ministerial control on 25 June 2023.

Legislative and Administrative Framework

The British railway system is currently in a state of legislative flux, although it currently continues to operate under the provisions of Railways Act 1993, as amended. A Railways Bill is currently being considered by the UK Parliament. The Bill will establish a new publicly owned body, Great British Railways (GBR), which will act as a ‘guiding mind’ for the rail industry. GBR will run the passenger train services currently managed by the UK Secretary of State for Transport alongside the national railway infrastructure, currently owned by Network Rail – which is already an arms-length body of the UK Department for Transport. The Bill will also update the constitution and railway functions of the statutory passenger representative group Transport Focus.

Scottish Ministers will continue to own and operate ScotRail and Caledonian Sleeper services, and specify and fund GBR infrastructure management, maintenance, and enhancement in Scotland – as currently happens with Network Rail. The UK and Scottish Governments will be required to agree a Memorandum of Understanding setting out how they will work together. Scottish and UK Ministers will have powers to issue directions to GBR in relation to the exercise of its statutory functions, with a requirement to consult or obtain consent from the other prior to issuing such directions.

Who's Who in the rail industry

The Scottish rail industry has a complex structure, the key players being:

Transport Scotland

Transport Scotland, an executive agency of the Scottish Government which acts on behalf of Scottish Ministers, is responsible for the specification of ScotRail and Caledonian Sleeper services. It is also responsible for setting the high-level strategy for the maintenance and enhancement of the Scottish rail infrastructure by Network Rail. In common with other national rail networks, the Scottish rail network cannot cover its costs through fare and freight carriage revenue alone, so the Scottish Government provides funding to ScotRail, Caledonian Sleeper and Network Rail to allow them to carry out their respective tasks.

Department for Transport

The Department for Transport (DfT) is responsible for UK rail policy and the letting and management of English and cross-border rail services (excluding Caledonian Sleeper services), including the east and west coast mainline and cross-country franchises which extend into Scotland. Network Rail is an arms-length public body owned by the DfT, which provides funding to Network Rail for operations in England and Wales and is responsible for drafting High-Level Output Specification (HLOS) and Statement of Funds Available (SoFA) documents covering the network outside of Scotland.

Department for Transport Operator Limited (DFTO)

The Department for Transport Operator Limited is responsible for bringing all DfT managed train operators into public ownership and managing their operations prior to the establishment of Great British Railways.

Great British Railways (GBR)

The **Railways Bill**, being considered by the UK Parliament will establish a new publicly owned body, Great British Railways (GBR), which will act as a 'guiding mind' for the rail industry. GBR will run the passenger train services currently managed by the UK Secretary of State for Transport alongside the national railway infrastructure, currently owned by Network Rail.

Train Operating Companies (TOCs)

Six passenger TOCs operate in Scotland, these are:

- **ScotRail**: ScotRail operates approximately 95% of passenger rail services in Scotland.

- **Caledonian Sleeper**: Caledonian Sleeper provides overnight rail services linking northern and central Scotland with London.

- **London North Eastern Railway (LNER)**: LNER operates intercity services between Scotland, the north of England and London along the East Coast Mainline. LNER is owned by the DFTO.

- **Avanti West Coast**: Avanti West Coast operates the West Coast Mainline services between Glasgow/Edinburgh, the northwest of England and London. Avanti West Coast is a joint venture between First Group and Italian national train operator Trenitalia. Avanti West Coast is expected to be brought into public ownership in spring 2027.

- **CrossCountry Trains**: CrossCountry provides inter-regional rail services across the UK. CrossCountry is part of the Arriva Group. CrossCountry Trains is expected to be brought into public ownership in summer 2027.

- **TransPennine Express**: TransPennine Express operates services between Edinburgh/Glasgow and destinations in northern England. TransPennine Express is owned by DFTO.

Freight Operating Companies (FOCs)

Several privately owned FOCs are licensed to operate on the UK rail network, the largest of which are **DB Cargo UK**, **Freightliner** and **GB Railfreight**. The UK Government, through the Nuclear Decommissioning Authority, owns **Direct Rail Services** (DRS), which provides general freight services, as well as specialist nuclear transport.

Rolling Stock Leasing Companies (ROSCOs)

Most of the rolling stock operating on British railways is leased by TOCs and FOCs from three major ROSCOs. These are **Porterbrook**, **Beacon Rail**, and **Angel Trains**.

Network Rail

Network Rail owns, operates, and maintains the national rail infrastructure, which includes track, signalling, bridges, tunnels, and stations. Network Rail is also responsible for the development of the national rail timetable and long-term planning for the development of the rail network. Network Rail is an arms-length body of the UK DfT. Scottish Ministers are responsible for specifying and funding Network Rail

operations in Scotland. Network Rail will become part of Great British Railways on its establishment.

Office of Rail and Road (ORR)

The ORR is the economic and safety regulator for the British rail industry. Its main tasks are:

- To ensure that Network Rail manages the network efficiently and in a way that meets the needs of its users
- To encourage continuous improvement in health and safety performance
- To secure compliance with relevant health and safety law, including taking enforcement action where necessary
- To develop policy and enhance relevant railway health and safety legislation
- To license operators of railway assets
- To set the terms for access to the network and other railway facilities by operating companies
- To enforce competition law in the rail sector.

The role and responsibilities of the ORR will change on formation of Great British Railways (GBR), with it monitoring and reporting on GBR performance to UK and Scottish Ministers, advising on rail funding and finance, but with reduced roles in track and infrastructure access, and enforcement matters.

Scottish Rail Holdings (SRH)

SRH is an arms-length holding company owned by Scottish Ministers. It is responsible for the ownership and oversight of TOCs ScotRail Trains Ltd and Caledonian Sleeper.

Setting and funding Network Rail outputs

Scottish Government objectives and financial support for Network Rail operations in Scotland are set for five year "control periods". We are currently in control period 7, which runs from 1 April 2024 to 31 March 2029.

The outputs and public funding levels for each control period are established through a process known as "periodic review", which is led by the Office of Rail and Road (ORR), the rail industry economic regulator. As part of the periodic review process, Scottish Ministers provide the ORR with a formal statement of its objectives for the rail network known as the High Level Output Specification (HLOS), and an associated Statement of Funds Available (SoFA) which sets out the public financial resources that are, or are likely to become, available for Network Rail activity in Scotland during that period.

You can find the Scottish HLOS and SoFA for control period 7 at:

- High Level Output Specification
- Statement of Funds Available

Network Rail sets out how it intends to deliver these requirements in its Strategic Business Plan. Network Rail has published a year 3 update, setting out action taken to date during Control Period 7 and plans for 2026-27. A key change in Network Rail approach outlined in the initial business case, and reiterated in the update is that:

> "We've revised our asset management approach, moving away from full system renewals and cyclical maintenance planning to more risk-based investment prioritisation. We've prioritised our asset renewals and refurbishment investment Against safety and performance of the network.
>
> This allows us to respond to the industry cost challenge by maintaining or improving safety across our asset base with fewer full system renewals and a greater number of mid-life refurbishments and maintenance activities."

The ORR published its annual assessment of Network Rail performance for 2025-26 on 14 July 2026, reporting that:

> "Network Rail Scotland is broadly delivering to its CP7 plan and, unlike England & Wales, has had no funding gap. This stability puts it in a reasonable position to meet or exceed asset management outcomes and efficiency targets.
>
> Despite a stable plan, some of Network Rail Scotland's CP7 commitments are at risk, notably delivery of train service punctuality and reliability (as measured by the Scottish Train Performance Measure) and freight growth.
>
> On 8 March 2026, Glasgow Central Station was forced to close after a major fire in an adjacent building, one of Network Rail Scotland's most significant recent challenges. Your team responded exceptionally, with clear and consistent passenger communication and strong collaboration with operators and industry partners. Quick, passenger-focused decisions, such as partially reopening the station and starting Avanti services from Motherwell, minimised disruption. Your team's professionalism and dedication throughout deserve special recognition."

The UK Railways Bill proposes the replacement of the periodic review process with a broadly similar Funding Period Review (FPR) process. The FPR will be conducted every five years, with funding commitments based on an integrated business plan produced by GBR in response to the strategic objectives set by the Secretary of State for Transport and Scottish Ministers.

ScotRail key data

The following key data on ScotRail operations and performance is taken from Office for Rail and Road statistical publications.

- ScotRail carried 90.8 million passengers in 2025-26, 5.62 million (8%) fewer than in 2019-20, the last full pre-covid year of service.

- ScotRail services travelled 46 million kilometres in 2025-26, 3 million kilometres (6.1%) less than in 2019-20.

- 68.9% of ScotRail services arrived on time in 2025/26. For railway purposes “on time” is defined as the percentage of recorded station stops that were early or less than one minute after the scheduled arrival time. ScotRail on time performance has fallen by 2.3 percentage points since 2021-22, when it stood at 71.2%. ScotRail’s 2025-26 performance is better than many British rail operators, but below the best performers such as Greater Anglia (80.4%), c2c (76.3%) or Chiltern Railways (77%).

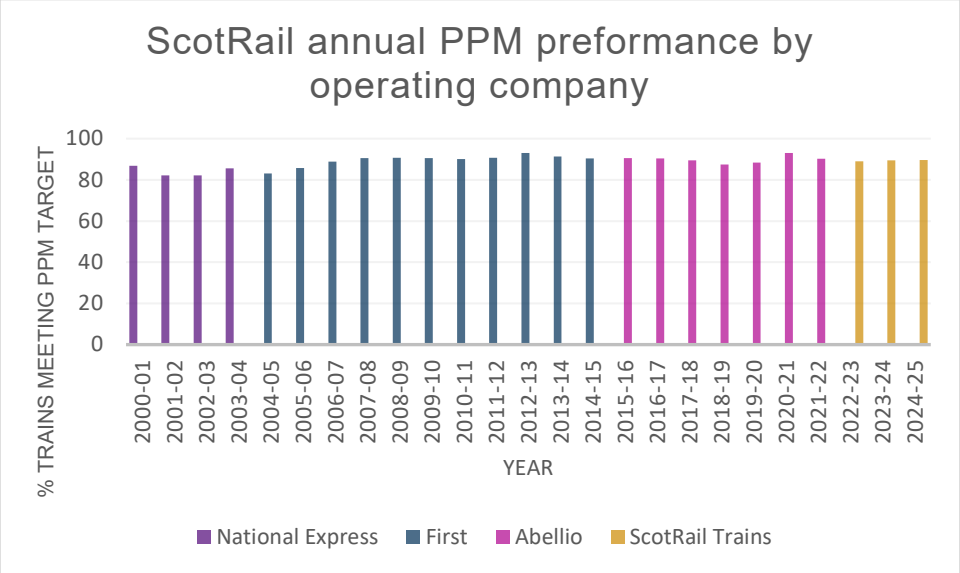
- ScotRail cancelled 2% of scheduled services in 2025-26, a fall of 0.8 percentage points from 2021-22.

Performance

The key measure of rail performance in Britain is the Public Performance Measure (PPM). The PPM shows the percentage of trains which ran their entire planned journey, calling at all scheduled stations and arriving at their terminating station within five minutes of the published arrival time. The PPM is reported in two forms. The first is the “periodic measure”, which covers performance over defined four-week periods. The second is the Moving Annual Average (MAA), which is the average for the last 13 four-week periods.

The current ScotRail PPM MAA target is 92.5%. ScotRail PPM MAA for the year to 17 October 2026 was 89.81%, with the most recently reported four-weekly PPM being 89.2%.

The chart below shows that, despite operating fewer services, ScotRail Trains Ltd has not made any significant improvements in performance from previous private sector operators.

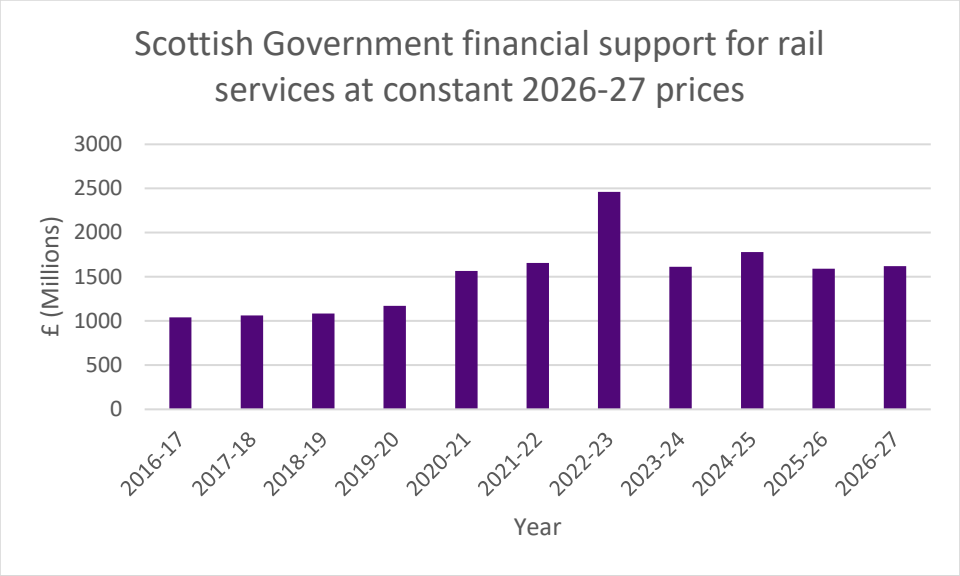


Data from Scottish Transport Statistics 2025, Table 7.9

ScotRail is generally considered to provide a high level of performance, with only a handful of operators providing a consistently higher level of PPM performance – including Greater Anglia, London Overground, and Merseyrail, although it can be argued that these operators are smaller in scale and operate less diverse networks, although they do have their own challenges.

Scottish Government financial support for rail services

The chart below shows total annual Scottish Government support for rail service provisions in Scotland since 2016-17 at constant 2026-27 prices. Earlier data has proven difficult to obtain. It is not possible to break down the split between support for rail service provision, Network Rail routine maintenance and enhancement of rail infrastructure, and the development of new lines and stations due to inconsistent reporting of these figures across Scottish Government budget documents.



The chart shows a broadly consistent level of rail spending in the pre-covid era, with a significant bump in spending to maintain services during the pandemic, and what appears to be a ‘new normal’ higher level of spending in the post-covid years – much of which will be to make good on lower ticket revenue due to reduced passenger numbers and the abolition of peak fares.

Reducing rail service levels tends to make only limited savings, as railway operations tend to have very high fixed costs – such as staffing, rolling stock leasing, and routine inspection and maintenance of infrastructure.

It is worth noting that the Scottish Government invests roughly three times more in rail service provision than in buses, including concessionary fares, and almost 10 times more if you exclude concessionary fares.

Decarbonisation

Transport Scotland published its Rail decarbonisation action plan: Pathway to 2035 (DAP) in July 2020. This anticipated that Scotland's passenger rail services would be fully decarbonised by 2035. However, the Cabinet Secretary for Transport announced on 17 December 2024 that the target "can no longer be met" and that a new plan would be published.

Transport Scotland published Rail Recharged: Scotland's Fleet Transition Strategy - Delivering a Modern Fleet for a Connected Scotland in November 2025. While not strictly speaking a decarbonisation plan, the intention is for a zero-emission train fleet to be in operation by 2045.

Electrification and new rolling stock

Two significant ScotRail railway rolling stock procurement programmes are currently underway. These are:

- The replacement of the High-Speed Trains (Class 43 power cars and Mark 3 carriages which are now over 40 years old) used on Inter7City services that connect Glasgow, Edinburgh, Perth, Stirling, Dundee, Inverness, and Aberdeen. In March 2026, ScotRail announced that it will be replaced by 22 diesel powered Class 222 Meridian trains leased from Beacon Rail, with Alstom providing maintenance services for a period of 10 years. The trains, which are around 25 years old, will undergo an £80 million refurbishment programme prior to delivery to ScotRail, supported by £67 million of investment from the Scottish Government. Trains are expected to enter service from late 2027, with the last units entering service by the end of 2028.

- Replacement of pre-privatisation British Rail suburban trains that operate on routes such as East Kilbride, Fife, Borders, and the Glasgow inner suburban lines, including services between Glasgow and Motherwell, Larkhall, Lanark, and Shotts. ScotRail announced on 31 August 2026 that five bidders for at least 69 new dual fuel battery/electric, with options for up to 37 more, had been invited to participate in the next phase of the project. Trains are expected to be delivered in the early 2030s, and their deployment is dependent on the delivery of overhead electrification of sections of the rail network in the Scottish Borders and Fife areas.

It is anticipated that, on introduction of these new trains, some of the rolling stock currently used on these suburban routes will be cascaded to secondary and rural routes, such as the West Highland Line, Far North Line and Kyle of Lochalsh line, replacing even older rolling stock currently used on those routes.

Smart and integrated ticketing

ScotRail offers both a Smartcard, which can be pre-loaded with tickets, and a phone app that can be used to buy tickets. Neither offers travel on other modes of transport or a tap-on, tap-off option, such as that available using London's Oyster card (with

similar arrangements applying to payment by credit/debit cards) and on numerous city, regional, and national systems available across Europe – such as the Dutch OV Chipkaart.

ScotRail App

ScotRail launched a new app on 30 July 2026, created by SilverRail, replacing the previous app developed by the Trainline. The old app remained operational until the end of October, but only to allow passengers to continue to use tickets purchased on that platform.

At launch, some passengers experienced problems with the new app, including issues with downloading, accessing accounts, purchasing tickets, and using railcards. In addition, the option to use the app to load new tickets onto a ScotRail smartcard has been temporarily removed – meaning smartcards can only be updated at staffed stations, ticket vending machines, or from onboard staff if these options are not available.

Following questioning at the Committee's meeting of 16 September 2026, and the Committee's follow-up letter of 21 September 2026, ScotRail wrote to the Committee on 21 October 2026. This letter confirmed that a fix for issues with smartcards was being rolled out from 25 October, which would also support further action to resolve an issue with automatic app logouts on some iPhones.

The letter also confirmed that the contract with SilverRail included a break clause, with a 12-month notice period – but that ScotRail had no plans to exercise this option at this time.

Sunday services

British passenger rail operators have typically operated far fewer services on a Sunday than any other day. Historically, Sundays saw far less travel than weekdays or Saturdays – although post-covid there has been a significant increase in weekend rail travel. The rail industry uses this quieter period as a chance to undertake disruptive infrastructure maintenance and enhancement, as service changes normally affect far fewer passengers than on other days.

In addition, Sunday is not a rostered working day for ScotRail train drivers – meaning a significant proportion of Sunday services are operated by drivers choosing to work overtime or on a rest day. This makes it difficult for ScotRail to plan a robust enhanced Sunday timetable, as it may be difficult to encourage more staff to work on a Sunday, or staff who do work on Sundays can simply choose not to do so in future. Changing this situation would require drivers and their trade unions to agree significant changes to existing employment contracts.

ScotRail's letter to the Committee of 21 October 2026 stated:

> "Working with Scottish Rail Holdings (SRH) and Transport Scotland, we have developed a proposal for Sundays to be included as part of the normal

working week, which is currently going through the necessary approval process - and would then be followed by negotiation with trade unions. I am not yet able to provide a confirmed implementation timescale on this process being completed."

Background - Roads

The following section provides background information on **the trunk road network,** including plans for trunk road expansion, more information on major enhancement projects, and information on the current condition of the local roads network.

Trunk Road network basics

Scotland's trunk road network, which provides strategic road links between our towns, cities, ports, and airports, is the single biggest asset owned by Scottish Ministers. It is 3,736 kilometres long, has an estimated value of over £33 billion and is hugely diverse in nature - including everything from a 10-lane section of the M8 motorway in Glasgow through to rural single carriageway roads in the west highlands.

Local road network basics

Scotland's local road network, managed and maintained by Scotland's 32 Councils, extends to 53,717 kilometres, of which 7, 563 are categorised as major roads – within which 280 kilometres are dual carriageway A roads.

Network maintenance

Transport Scotland is responsible for the development, management and maintenance of the trunk road network, with day-to-day management and maintenance provided through four geographic trunk road maintenance units (south-west, south-east, north-east and north-west). The work of each unit is provided by a private sector contractor, chosen following a competitive tendering exercise, these are:

Contract	Operator	Contract details
North East Scotland	Amey	Contract commenced 16 August 2022 and is due to run for eight years, with an option to extend up to a maximum of a further four years at the sole discretion of the Scottish Ministers.
North West Scotland	BEAR Scotland	Contract commenced on 16 August 2022 and is due to run for eight years, with an option to extend up to a maximum of a further four years at the sole discretion of the Scottish Ministers.
South East Scotland	BEAR Scotland	Contract commenced 16 August 2020 and due to run for eight years, with an option to extend up to a maximum of a further four years at the sole discretion of the Scottish Ministers.

South West Scotland	Amey	Contract commenced on 16 August 2020 and due to run for eight years, with an option to extend up to a maximum of a further four years at the sole discretion of the Scottish Ministers.

In addition to these geographic area contracts, there are five Design Build Finance Operate (DBFO) operators, responsible for the management and maintenance of stretches of trunk roads under contract to Scottish Ministers/Transport Scotland. These are:

- **Aberdeen Roads Ltd:** Aberdeen Western Peripheral Route and Balmedie-Tipperty.
- **Autolink Concessionaires (M6) Plc:** the A74(M) from Junction 12 to the English Border.
- **PPP Connect:** the M77 from Junction 5 to Fenwick.
- **Highway Management (Scotland) Ltd:** the M80 from Stepps to Haggs.
- **Scottish Roads Partnership:** core section of the M8, M73, M74 network.

In addition to routine maintenance, Transport Scotland is having to invest growing amounts for repairs to significant structural elements of the network built in the 1960s and 1970s which are now reaching the end of their service life. One example is the M8 Woodside Viaducts in Glasgow, the current temporary repairs for which are estimated to cost between £126 million and £152 million. Transport Scotland has consulted on options for a permanent fix, which have an expected cost of between £125 million and £500 million.

Plans for network expansion

There is no single trunk road network enhancement document. Transport Scotland identifies proprieties for investment in the trunk road network in its second Strategic Transport Projects Review (STPR2), which covers the period 2022-2042. This highlights the 'Access to Argyll' project, essentially the development of a new section of the A83 at the Rest and be Thankful, and improvements to the A75 and A77 which serve the ports of Stranraer and Cairnryan. It also includes network-wide plans for speed management, road safety improvements, and climate change mitigation and resilience.

The Scottish Government published the Infrastructure Delivery Pipeline 2026 on 13 January 2026, alongside the Scottish Spending Review 2026. This lists infrastructure projects costing over £5 million and programmes over £20 million which are currently being delivered, approved, assessed, or considered for progress by the Scottish Government. The Infrastructure Delivery Pipeline is a live document, and new projects and programmes will be added as investment plans are agreed. The Scottish Government intends to publish progress reports on the listed projects every six months.

The Pipeline lists the following trunk road projects as having agreed outline business cases (or equivalent) and agreed funding.

A9 Dualling Programme

Tomatin to Moy, Tay Crossing to Ballinluig, and Pitlochry to Killiecrankie sections.

Major Roads Investment Programme

- A83 Rest and Be Thankful – Medium Term Solution
- M8 Woodside Viaduct Propping

It goes on to list projects that are at an earlier stage of development which:

> "…will be added to the Delivery Pipeline once Business Case and funding are agreed. To ensure protection of the public purse, where business cases and value for money considerations do not stack up projects may be stood down from the development or future pipelines."

This list includes major projects such as A96 dualling, the A83 Rest and be Thankful long-term solution, and the A720 Sherriffhall Junction Improvement. The Pipeline document ends by mentioning several projects being explored to determine if there is a case for investment, which could be included in future investment pipelines.

The Scottish Government consulted on a new Infrastructure Strategy 2027-2037 between January and May 2026. It is currently considering responses to this. Rather than identify individual projects, the draft Strategy sets out an approach to assessing infrastructure needs, identifying priorities, delivering Scottish Government goals, and providing a structure to underpin future capital investment decision making.

Authorising new trunk roads (or significant upgrades)

The planning and authorisation of a major trunk road scheme can be a very lengthy process, extending to several years. It typically starts with an appraisal of possible options to address known transport problems within a region using the STAG (Scottish Transport Appraisal Guidance) system.

Once a favoured option has been identified an initial business case will be developed. This will be followed by the completion of a statutory environmental impact assessment. The resulting Environmental Statement is then subject to a period of public consultation.

The project then moves to the formal approval process, which involves the authorisation of 'trunk road orders' by Scottish Ministers, under powers set out in Section 5 and Schedule 1 of the Roads (Scotland) Act 1984.

As part of the authorisation process, Trunk Road Orders are subject to public consultation, during which formal objections to the Orders can be lodged. If a Statutory Consultee, typically an agency of the Scottish Government or other public authority, lodges an objection which cannot be resolved then a Public Local Inquiry must be held. Similarly, an objection to a Compulsory Purchase Order by an affected landowner that cannot be resolved will likely result in a Public Local Inquiry being held. Inquiries are chaired by a Reporter appointed by Scottish Ministers, who

produces a report with recommendations for Scottish Ministers – who ultimately decide whether to approve or reject the Orders. Ministers can choose to reject the Reporter's recommendations.

Funding new trunk roads and significant upgrades

As the Committee has previously explored, there are two options for funding trunk road improvements. Scottish Government capital funding, or a revenue funded private finance option – such as the Mutual Investment Model (MIM).

An interesting recent development in England is the introduction of the Highways (Financing) Bill, by the UK Government, in the UK Parliament on 10 September 2026.

This bill aims to establish a new framework for financing major road infrastructure projects in England through private sector investment. It would enable private companies to fund, build and maintain specific highways in return for being granted powers to charge tolls on those roads. The Office of Rail and Road (ORR) would act as the independent regulator of the new regime. While this legislation does not extend to Scotland, it does show that alternative means of funding major road projects are possible. The House of Commons Library has produced a full briefing on the Bill.

Scottish Road Maintenance Condition Survey (SRCMS)

SCOTS (Scottish Collaboration of Transport Specialists) manages the annual SRCMS, which assesses the condition of the Scottish local authority managed road network. The survey results are used to calculate a Road Condition Indicator (RCI) - a local authority performance Indicator that provides a consistent measure of "the percentage of the road network which should be considered for maintenance treatment."

The survey involves an annual physical inspection of a sample length of every local road network, conducted by vehicle mounted sensors. The amount of the road network surveyed annually is:

- 100% of "A" class roads with the direction of travel changed on alternate years.
- 50% of "B" and "C" class roads with the remaining 50% surveyed the 2nd year, so covering all these roads on a 2-year cycle. For consistency, the direction of survey is also alternated over a four-year period; and
- 10% of "U" class roads are surveyed in one direction each year.

The overall results from the SRMCS are presented using a traffic light system:

- Green: Minor defects may be present, but the road is in an acceptable condition.
- Amber: Further investigation is required.

- Red: The road has deteriorated to a point where repairs are very likely to be required to preserve serviceability and to prolong its future.

The RCI is derived by adding the lengths of road categorised as “red” and “amber“ together and expressed as a percentage of the overall network. The higher the RCI, the worse the road condition.

The 2025-26 RCMS reported that Aberdeenshire has the lowest (best) RCI at 22.3%, Argyll & Bute had the highest (worst) RCI at 49.0%, while the Scottish local authority average was 34.4%. Figures for all Scottish local authorities for 2024-25 are available in table 4.6a of Scottish Transport Statistics 2025.

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Date: 30/10/2026

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