



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

transport.gov.scot

Low Carbon Travel & Transport Challenge Fund

9. Evaluation guidance

Round 3



European Union



gov.scot

EUROPE & SCOTLAND
European Regional Development Fund
Investing in a Smart, Sustainable and Inclusive Future

Disclaimer

Applicants should be aware that as the Low Carbon Travel and Transport Challenge Fund (LCTT Challenge Fund) is a developing programme, the guidance will be reviewed as the programme evolves and therefore may be subject to change. The European Union and Scottish Ministers reserve the right to amend the National Rules and Transport Scotland reserves the right to amend the published guidance during the period of the programme.

Version Control				
Date	Issue	Status	Author	Authorised by
19/02/2020	V3	FINAL	EST	Transport Scotland

Background

Transport Scotland has been awarded funding under the European Regional Development Fund (ERDF) 2014-2020 programme to deliver a Low Carbon Travel and Transport (LCTT) programme.

As part of the ERDF programme, Transport Scotland has committed to running a LCTT Challenge Fund and has appointed Energy Saving Trust to deliver this.

About this document

This document provides an overview of the evaluation guidance to be used by Grantees of the LCTT Challenge Fund.

This document is one of four documents that form a suite of guidance available to Grantees. The full suite can be downloaded from [the Energy Saving Trust website](#).

- 6. Audit and compliance guidance – Round 3**
- 7. Communications and publicity guidance – Round 3**
- 8. Claims process and reporting requirements – Round 3**
- 9. Evaluation guidance – Round 3 (*this document*)**

For any questions please contact the Energy Saving Trust LCTT Challenge Fund project team: LCTT@est.org.uk / 0131 555 8691. Energy Saving Trust has been appointed by Transport Scotland to administer the LCTT Challenge Fund on their behalf.

CONTENTS

1	Context	4
2	Methodology framework	7
2.1	Planning.....	7
2.2	Activity.....	9
2.3	Reporting.....	10
3	Principles of Evaluation	11
3.1	Transparent.....	11
3.2	Ethical.....	11
3.3	Robust.....	11
4	Key milestones	12
	Annexe 1 – Annual Reporting Template	14
	Annexe 2 – Quarterly Reporting Template	17
	Annexe 3 – Existing Data Sources	18

1 Context

High quality evaluation is critical to the success of a project. In the least, having a robust evaluation is of clear strategic and ethical value, helping us avoid making false conclusions and providing transparency for all stakeholders. At its best, good evaluation inspires confidence in the data and results, allowing policy makers to make clear decisions with reduced risk of getting it wrong.

ERDF funding requires all successful applicants to monitor and evaluate their project in terms of the outputs and outcomes that it is intended to deliver.

Accordingly, all successful applicants for the Challenge Fund are required to monitor and evaluate their individual projects in terms of their success against the overarching strategic aims of the LCTT Challenge Fund, which are to:

- Deliver a minimum of 25 Low Carbon Travel and Transport Hubs;
- Construct, upgrade or bring back into use up to 100km of associated path networks;
- Increase the number of ultra-low emission vehicles (ULEVs) in Scotland by 100;
- Increase the proportion of journeys to work by public and active travel by 1.5%.

And at least one of the three ERDF Horizontal themes, which are:

- Sustainable Development – described by the European Commission as “specific actions to take into account environmental protection requirements, resource efficiency, climate change mitigation and adaptation, disaster resilience and risk prevention and management”¹.
- Equal Opportunities and Non-Discrimination – programmes “shall take appropriate steps to prevent any discrimination based on sex, racial or ethnic origin, religion or belief, disability, age or sexual orientation during the preparation and implementation of programmes. In particular, accessibility for persons with disabilities shall be taken into account throughout the preparation and implementation of programmes”².
- Equality Between Men and Women – programmes “shall ensure that equality between men and women and the integration of gender perspective are taken into account and promoted throughout the preparation and implementation of programmes, including in relation to monitoring, reporting and evaluation”³

Furthermore, this evaluation must be done using a **before/after evaluation design that involves comparing baseline data collected before the intervention to data collected after the intervention**. The broad process for this is shown in Figure 1, with the timing of key milestones in section 4 of this document.

¹ Regulation (EU) No 1303/2013 – Article 8.

² Regulation (EU) No 1303/2013 – Article 7.

³ Regulation (EU) No 1303/2013 – Article 7.

Figure 1: Key tasks for evaluating your challenge fund project



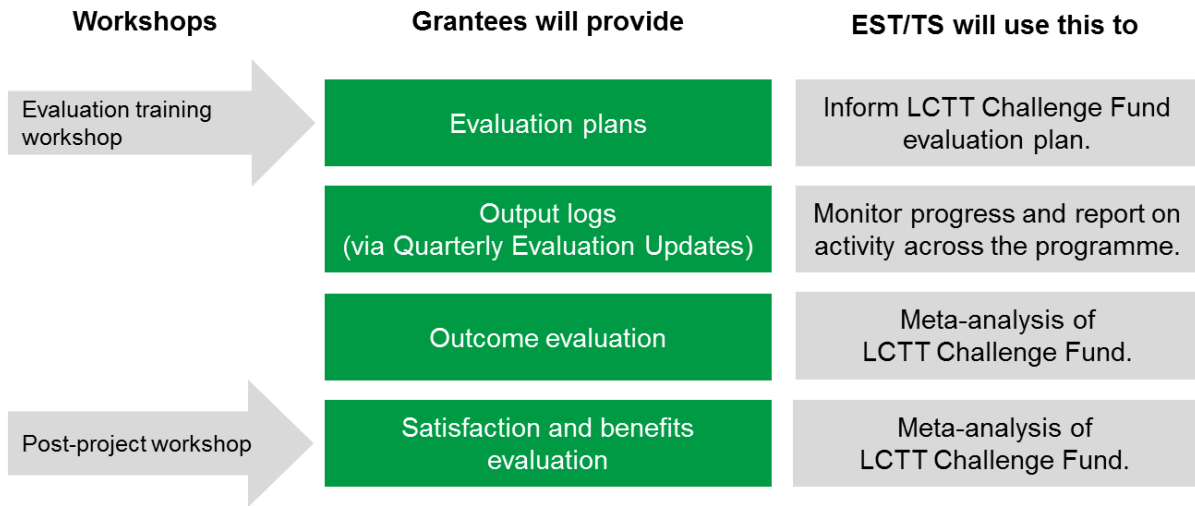
Specifically, grantees must complete:

- (1) an **evaluation plan** that details the proposed methodology for the evaluation of outputs and outcomes⁴ and quarterly updates on the progress against the plan;
- (2) **output logs**, as part of the quarterly update report on progress against evaluation plan. The output log will be a comprehensive record of what was delivered, when it was delivered and to how many people;
- (3) an **outcome evaluation**, which uses a before/after data comparison to estimate the impact and influence of all activity on the target audience in terms of the desired outcomes, and
- (4) a **satisfaction and benefits evaluation**, which considers whether any wider benefits of the projects and programme can be added to the evidence base in support of active travel and low carbon interventions.

⁴ *Outputs* are engagement work done, while *outcomes* are benefits or changes realised on the back of that work

Energy Saving Trust (EST) and Transport Scotland will draw all of these plans and data sets together as a meta-analysis to evaluate the overall impact of the LCTT Challenge Fund. Figure 2 shows how this fits together and how EST and Transport Scotland will use the information provided by grantees.

Figure 2: How the information provided by grantees will be used



Guidance on how to do each of these tasks (including the before/after design) is given in the next section. **General training via a webinar and bespoke advice is available for the development of each grantee’s evaluation plan.** The workshop will comprise a two-hour tutorial style webinar that will cover all aspects of this document, allowing for discussion and questions followed by a one to one telephone clinic session, if required, where successful applicants will be able to workshop their specific plans with an expert. A short telephone meeting will be conducted between each grantee and an evaluation expert once a draft evaluation plan has been submitted to provide feedback and further guidance. Expert advice will also be available via email and by appointment from any time after the workshop until project completion.

2 Methodology framework

The evaluation process is done over three broad stages: (1) Planning, (2) Activity and (3) Reporting (Figure 1). Planning involves the production of an evaluation plan that details how grantees intend to monitor outputs and evaluate outcomes. Activity is the delivery stage, where each grantee will collect data before, parallel to and after the delivery of their project. Reporting is when grantees submit their final documents including records, data, results and describe any recommendations and/or lessons learnt.

2.1 Planning

During the planning phase you will define output and outcome objectives and then create an evaluation plan that will allow you to tell if those objectives have been met. How to define objectives and create evaluation plans will be a focus of the training workshop and are described below.

2.1.1 Defining objectives

In the planning phase, grantees will define their output and outcome objectives. These objectives should be specific, measurable, achievable, relevant and time-bound (SMART) and be directly related to the strategic aims of the LCTT Challenge Fund of delivering Low Carbon Transport and Active Travel Hubs, constructing or upgrading paths, supporting the uptake of low carbon and public transport and active travel modes, along with at least one of the three ERDF horizontal themes of equal opportunity, sustainability, and social inclusion.

Each **output objective** will fit into one of five broad categories:

- Number of specific **deliverable outputs** created (e.g. training workshops held)
- Number of **people reached** (passive audience) by a specific output (e.g. people invited to a training workshop)
- Number of **people engaged** (actively participating) by a specific output (e.g. people attending a training workshop)
- Number of **people trained** (up-skilled) via a specific training output (e.g. people getting certification as a result of attending a training workshop)
- Number of **organisations engaged** by a specific output (e.g. organisations sending delegates to the training workshop)

For example: hand out 1,000 leaflets on planned works to pedestrians at a train station, between 0700 and 0830 week day mornings, from March to June 2021.

Each **outcome objective** will fit in to one of two broad categories: changes in **travel mode** or **psychological change** (e.g. change in knowledge, awareness, values, beliefs, attitudes, emotions and/or agency). These would be phrased as some derivative of:

- Percentage increase in the number of people adopting a targeted travel mode (e.g. from car to bicycle or combustion engine to hydrogen-fuelled engine).

- Percentage improvement in the number of people with positive attitudes, values, knowledge and/or awareness with regard to the targeted travel mode.

For example: increase the number of pedestrians passing through a train station by 5 per cent by end of 2021.

It is also important that the evaluation plan clearly shows that any output objectives directly link to outcome objectives – that is, all outputs conducted should aim to help in achieving the outcome objectives.

A template for designing objectives, with more examples, will be provided at the LCTT Challenge Fund evaluation training webinar.

2.1.2 Creating an evaluation plan

In the planning phase, grantees will need to decide the data they want to collect, as well as who will collect it, how, when and where it will be collected.

For example, if an output objective is to hand out leaflets to cyclists they might conclude that the person handing them out would count the number of cyclists given leaflets, using a clicker counter to count cyclists (as opposed to other members of the public) given leaflets.

The evaluation plans for outcome objectives will be more complex, as they will involve comparing baseline data with data collected during and after the intervention as part of an outcome evaluation.

For example, if a project aims to increase the number of cyclists passing through a train station, the grantee would measure cycling numbers before and after the project, potentially comparing the change at their train station to that of another to identify any difference in patterns.

Grantees will need to collect their own baseline data however there may be relevant existing data sources that can be used. See Annexe 3 for examples of existing data sources.

Evaluation plans should also identify target populations the outputs and outcomes will relate to and impact upon.

How to create these plans will be a focus of the training webinar. A template for making these plans, with more examples, will be provided at the webinar.

2.2 Activity

During the activity phase, each grantee will need to A) monitor, quantify and record their outputs, B) collect data before, during and after their project is launched, and C) collect satisfaction and benefits feedback after the project is launched.

- A) Grantees are required to provide information on their activities in each quarterly evaluation update. This involves quantifying how many outputs were done, as well as where, when and with whom the interaction occurred.

For example, if part of a project involved giving leaflets to cyclists, the grantee would record when and where the leaflets were given (e.g. at the northern entrance to an underpass cycle tunnel during peak hour), and to what scale (e.g. how many cyclists received leaflets).

- B) Collection of outcome impact data will be defined by each grantee's evaluation plan, which they will develop with dedicated support through the training workshop, and bespoke advice from EST. In practice, this will involve grantees collecting the data they need to draw robust conclusions, regarding whether they have met their outcome objectives. This will be done using the survey template (provided at the webinar), the use of which is described below.
- C) After grantees have completed all their activity, they will need to measure users' satisfaction with the project, as well as collect information to better understand any wider benefits that users' see that the project has for themselves and their wider community. This will be done by asking a range of stakeholders a small set of questions on these issues.

2.2.1 Outcome survey

Grantees should use the survey template provided at the webinar to measure against their outcome objectives. This template allows for collecting baseline data, as well as data during and following the project that can be compared to detect any change in transport modes used and to identify the reasons for behaviour changes (including pre-conditions or stimuli required to trigger behaviour change). This template will also help grantees segment their respondents by useful categories such as age, journey purpose and/or occupation and gender.

Successful applicants should include in their survey only those questions relevant to their specific project, aiming to keep the survey concise. Furthermore, the survey template is not exhaustive in its current form. Other outcomes specific to each project that are not covered in the template should be discussed with EST and additional questions added where appropriate.

In terms of survey sample size, grantees should collect at least 400 responses for each metric they are measuring. These should be split evenly between the before, during and after data collections (100 baseline and then 100 for each of the three annual iterations). The same individual can, and often should, be used for multiple metrics.

For example, a survey could ask 400 people about travel behaviour, knowledge and attitudes. There is no need to ask 400 individuals about travel behaviour, 400 different individuals about knowledge and 400 further individuals about attitudes.

Guidance on how to do all of this will be provided via training materials and webinars. In many cases grantees will be able to use real data (i.e. traffic counters or other tallies, EV sales data or public transport ticket sales records, etc.) to directly observe and track change in outcome metrics. If desired, these data could be used to complement the survey data.

2.3 Reporting

The reporting obligations for grantees are simple and straightforward, and include the submission of:

- A Quarterly update on progress against evaluation plan and record of activities done (output log);
- Three draft annual reports (see Annexe 1) submitted annually by the end of October from 2022 to 2025 that comprises
 - a completed report template, that includes
 - a short summary that summarises the project's overall aims and activities, a summary of what has happened to date,
 - results against objectives and
 - a discussion of recommendations and lessons learnt from activities and impact, citing evidence from your data set or experience that explains each recommendation/learning, how the project has met any ERDF Horizontal Theme and any findings compared to national data.
 - an updated output and outcome evaluation plan that describe the methods actually used (which may differ from those originally planned), and
 - any raw data collected as part of any outcome evaluation;
- Three final annual reports that take account of any comments. Each year, LCTT programme administrators' comments will be given by the end of November and final versions are due by the end of December.
- Grantees will be required to hold discussions with the key stakeholders including representatives from the EST project delivery and Evaluation teams and Transport Scotland. The two discussions will be held a year apart, exact dates will depend on the individual project timetables, but approximate timings are planned with the first in late 2022 and the second in late 2023. The first discussion will be to discuss the build process and the second to discuss the wider impacts and benefits observed so far. The format of these discussions will depend on the timing of all funded projects – if appropriate, a workshop will be held with a number of the grantees together, but telephone or one-to-one discussions may also be conducted.

3 Principles of Evaluation

Evaluation plans should be guided by three core principles: *transparent*, *ethical*, and *robust*.

3.1 Transparent

Transparent is defined as being able to explain how conclusions and statistics were made. In practice, this involves providing a clear methodology for all data collected, analyses made and the ability to provide raw data and show all working out on request.

3.2 Ethical

Ethical is defined as the evaluation being in accordance with the seven key principles outlined by the General Data Protection Regulation (GDPR), with regard to the consensual and transparent processing of personal data and following the principles of respect, purpose and social responsibility outlined by the British Psychological Society (BPS) with regard to social research.

The full list of GDPR Principles is [here](#), but be sure to:

- Gain consent;
- Only use the data for specific transparent purposes;
- Honour subjects' rights of access to data and freedom from marketing;
- Keep the data safe and secure within the European Union (i.e. not on a Google drive!).

Would the participant(s) be surprised to find out what you're doing with their information? If so, go back and get specific transparent consent from them.

The BPS code of ethics is [here](#), but be sure to:

- Respect the autonomy and dignity of persons;
- Work towards the purpose of new knowledge and understanding;
- There must be clear social benefit to be gained from the research.

3.3 Robust

Robust is defined as ensuring that the evaluation methodology is logical and defensible and that any sampling, as part of the outcome evaluation, is fit for the purpose of that evaluation. This involves ensuring that the sample:

- has elements of randomness to minimize selection biases;
- is broadly representative of all the individuals participating in the project; and
- is sufficiently replicated for us to have high confidence in the validity of our conclusions.

4 Key milestones

Milestone	Dates	Description
Successful Applications informed	March/April 2020	Grant offer letters issued
Applications return signed grant offer letters and formal announcement made	April 2020	
Training webinars/workshops	Up to three sessions held during May 2020	Free training webinars to help grantees develop their evaluation plan and ensure that all projects are using similar metrics and methodologies.
Evaluation plan	<p>Draft for review by end of June 2020</p> <p>Comments from EST provided by mid July 2020</p> <p>Final draft lodged by 7 August 2020.</p>	<p>A plan of what data grantees are going to collect for the evaluation. Grantees are expected to submit a draft version for review and a final version. Prior to the release of Grant the Grantee will provide a satisfactory monitoring and evaluation plan for the Project in line with the monitoring and evaluation framework of the ERDF LCTT programme.</p>
Quarterly progress against evaluation plan and output logs	Each quarter to be provided on the 20 th working day following the quarter.	<p>Progress against data to be collected for the evaluation to ensure that the evaluation is on track and as the basis for discussions between the Grantee and the EST evaluation team.</p> <p>To ensure everyone is up to date and diligent in recording their outputs grantees will be required to submit their cumulative output log each quarter, and at the end of the project.</p>

3 x annual report	<p>Draft reports given annually end October from 2022 to 2025.</p> <p>EST comments annually end of November from 2022 to 2025.</p> <p>Final drafts due annually end of December from 2022 to 2025.</p>	The Grantee will be required to monitor and evaluate the Project to evidence its cumulative output and outcomes.
Evaluation discussions	Late 2022 and late 2023.	Grantees must participate in two evaluation discussions that will involve frank and transparent conversations with key stakeholders including representatives from the EST project delivery and Evaluation teams, Transport Scotland and each of the successful applicants.

Annexe 1 – Annual Reporting Template

In your annual reporting you will complete this form, attaching

- updated output and outcome evaluation plans that describe the methods actually used (which may differ from those originally planned),
- your cumulative activity log,
- any raw data collected as part of any outcome evaluation to date, and
- any qualitative evidence (e.g. media coverage, workshop outputs, blogs, case studies and so on) you think would be of interest.

Project context and activities

Please summarise your project aims and activities.
<i>Project aims (100 words max)</i>
<i>Please summarise your project, saying – from the point of view of evaluation – what you have done to date, and what is still to be done (150 words max)</i>

Please list your results to date against each of your SMART objectives.

OBJECTIVE	RESULT

Discussion and recommendations

Please discuss recommendations/lessons learnt from activities and impact, citing evidence from the literature, your data set or experience that explains each recommendation/learning. This can be from any quantitative and qualitative evidence you have. Discuss any external factors that may have impacted your results. *(500 words max)*

How did your project fare against the three ERDF horizontal themes of sustainability, social inclusion and equal opportunity? *(500 words max)*

Compare and contrast your findings to any other research available, e.g. national trends. *(500 words max)*

Bibliography

Please list all the sources you referenced, cited or utilised throughout this document.

Annexe 2 – Quarterly Reporting Template

Each quarter you are required to report against the outcome objectives in terms of how you are progressing in collecting data. Where there has been no change since the previous quarter please keep the existing text but add a no change comment.

Outcome	Baseline data collected so far	Data to be collected

Output log

Description of activity	Date completed	Location	Type of activity	Number	Units
<i>e.g. Handing out leaflets</i>	<i>28/04/2021</i>	<i>e.g. Name of Train Station</i>	<i>Outreach</i>	<i>438</i>	<i>leaflets</i>

Annexe 3 – Existing Data Sources

Resource	Key Data Available	Level of Data	Data Time-frame And Latest Publication	Available at
Transport and Travel in Scotland – Results from the Scottish Household Survey	Travel to work method Main mode of travel Main purpose of travel No. of cars/bicycles available to households Use of and views on public transport Frequency of walking/driving Distance travelled	Local authority <input checked="" type="checkbox"/>	1999 - 2018 Latest publication: 2018	https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2018-pdf-version/
SHS – Local Authority Tables	Participation in sport Rates of walking for at least 30 minutes	Local Authority <input checked="" type="checkbox"/>	2007/08 - 2018 Latest Publication: October 2018	https://www.gov.scot/publications/scottish-household-local-authority-tables/
Transport and Travel in Scotland	Travel to work mode Travel to school mode and reasons Household car access Park and ride use (and reasons) Walking and cycling rates (and reasons) Convenience of using public transport to access services Car sharing details	National <input checked="" type="checkbox"/> Demographic breakdowns <input checked="" type="checkbox"/>	1999 - 2014 Latest Publication: September 2018	https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2018-pdf-version/
New car CO₂ report 2019	UK performance on new car CO ₂ emissions	National <input checked="" type="checkbox"/>	Latest Publication: 2019	https://www.smm.co.uk/reports/co2-report/

Resource	Key Data Available	Level of Data	Data Time-frame And Latest Publication	Available at
Carplus Annual Survey of Car Clubs 2017/18: Scotland	Details of car club use (including how, why and when utilised) Demographic information about car club members Details of emission profiles of car club fleet and general national fleet	National (mainly Glasgow and Edinburgh) <input checked="" type="checkbox"/>	2011– 2017 (some topics) Latest Publication: March 2018	https://como.org.uk/wp-content/uploads/2018/06/Carplus-Annual-Survey-2017-18-Scotland-Final.pdf
Public attitudes to electric vehicles	people's attitudes towards electric vehicles	National <input checked="" type="checkbox"/>	2016	https://www.gov.uk/government/statistics/public-attitudes-towards-electric-vehicles-2016
Hands Up Scotland Survey	Travel to school method	Local authority <input checked="" type="checkbox"/> National <input checked="" type="checkbox"/>	2009 – 2018 Latest Publication: May 2019	https://www.sustrans.org.uk/scotland/hands-up-scotland-survey
Sustrans Scotland: walking and cycling outcomes	Walking and cycling rates Purpose of travel on National Cycle Network (NCN) Economic benefits of parts of NCN	Local (specific areas on National Cycle Network) <input checked="" type="checkbox"/> National <input checked="" type="checkbox"/>	Ranges from early 2000s to 2012 , but much is 2011-2012 Latest Publication: September 2014 (August 2017)	https://www.readkong.com/page/fullscreen/sustrans-scotland-walking-and-cycling-outcomes-2416994
SPOKES Bulletin	Details of mainland local authority spending on cycling Percentage of overall transport budget spent on cycling Amount spent per head of population on cycling	Local authority <input checked="" type="checkbox"/> National <input checked="" type="checkbox"/>	2009/10 – 2012/13 (Although conducted historically, the most relevant data) Latest Publication: Summer 2018	http://www.spokes.org.uk/wp-content/uploads/2018/05/SpokesBulletin131.pdf

Resource	Key Data Available	Level of Data	Data Time-frame And Latest Publication	Available at
National Walking and Cycling Network Statistics	National Cycle Network provision and use Benefits to economy and health	National <input checked="" type="checkbox"/>	2016	https://www.sustrans.org.uk/our-blog/research/all-themes/all/key-walking-and-cycling-statistics-for-the-uk/
2013 National Assessment of Local Authority Cycling Policy	Details of local cycling policy Percentage of journeys less than 5km Household access to bicycles Delivery of Bikeability Scotland On-Road	Local authority <input checked="" type="checkbox"/>	2013 (reports also available for 2005 and 2008) Latest Publication: 2013	https://www.cycling.scot/media/Library/other/english/1132.pdf
2019 Annual Cycling Monitoring Report	Trends and statistics from both a national and local point Statistics and data on cycling to work or study.	Local authority <input checked="" type="checkbox"/> National <input checked="" type="checkbox"/>	Latest publication: 2019	https://www.cycling.scot/our-programmes/making-cycling-better/monitoring-cycling-in-scotland
Air Quality in Scotland	Daily mean, maximum and minimum for emissions/pollutants (e.g. NO ₂) Data for particular hour, week and month also available	Local (largely populous urban areas) <input checked="" type="checkbox"/>	Ranges from 1986 – present for some sites, but recent monthly and daily averages which may prove most useful. Updated daily	http://www.scottishairquality.co.uk/latest/summary

Resource	Key Data Available	Level of Data	Data Time-frame And Latest Publication	Available at
Scottish Environment Statistics Online	Air quality datasets	Local (largely populous urban areas) <input checked="" type="checkbox"/>	Ranges from 1980 – present for some topics.	https://www.gov.scot/publications/seso-index/#:~:text=Scottish%20Environment%20Statistics%20Online%20%28SESO%29%20was%20a%20web-based,taken%20to%20stop%20updating%20the%20datasets%20in%20SESO. http://www.scottishairquality.co.uk/data/
Scottish Index of Multiple Deprivation (SIMD)	Geographical access topic Considers issues such as 'time to travel to the nearest GP' by car and by public transport	Local (various breakdowns) <input checked="" type="checkbox"/>	Publication 2016	https://www.gov.scot/Topics/Statistics/SIMD
Scottish Transport Statistics	Volume of traffic on roads	Local authority <input checked="" type="checkbox"/>	2018 edition Publication 2019	https://www.transport.gov.scot/our-approach/statistics/#:~:text=Scottish%20Transport%20Statistics%20%28STS%29%20is%20used%20by%20many,data%20from%20a%20wide%20range%20of%20data%20sources

Resource	Key Data Available	Level of Data	Data Time-frame And Latest Publication	Available at
Scotland's People and Nature Survey	Participation rates for outdoor activities (including walking and cycling) Number of visits taken to a local area and where these trips originated Outdoor trips taken in own local area	Local authority (limited) <input checked="" type="checkbox"/> National <input checked="" type="checkbox"/> Demographic breakdowns (at national level) <input checked="" type="checkbox"/>	2017/18 Latest Publication: 2018	https://www.nature.scot/snh-research-report-1062-scotlands-people-and-nature-survey-2017-18-outdoor-recreation-and-health
Department for Transport: Traffic Counts	Figures for traffic passing each counter including bicycles	Local (specific locations where counters situated) <input checked="" type="checkbox"/> National <input checked="" type="checkbox"/> Regional <input checked="" type="checkbox"/>	2000 – 2018 Latest Publication: 2018	https://roadtraffic.dft.gov.uk/#6/55.254/-11.107/basemap-regions-countpoints



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

For more information about the Low Carbon Travel & Transport Challenge Fund,
please contact the Energy Saving Trust LCTT Challenge Fund project team:

LCTT@est.org.uk
0131 555 8691

© Crown copyright 2020

**Transport Policy
Transport Scotland**

Victoria Quay, Commercial Street, Edinburgh EH6 6QQ
0131 244 7153 | 0131 244 0846
lctt.prog@transport.gov.scot

Follow us:

 [transcotland](https://www.facebook.com/transcotland)  [@transcotland](https://twitter.com/transcotland)

transport.gov.scot



Scottish Government
Riaghaltas na h-Alba