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Dear Maureen

In my evidence to the Committee on Wednesday 30 October, I offered to send you details on the Motorways and Trunk Roads budget as well as on spending on Active Travel including measures in place to encourage behavioural change.

I attach a note on these and hope this is helpful.

For Wishes  
Nicola

NICOLA STURGEON

## TRANSPORT NOTE FOR ICI COMMITTEE

### Motorways and Trunk Roads budget

The investment available for planned trunk road and bridge maintenance is a combination of the **Structural Repairs** and **Network Strengthening** budget lines. The draft budgets total £63.8m for 2014-15 and £61m for 2015/16 and the combined budget lines are shared between trunk road and bridge maintenance.

Approximately **£33m** in 2014-15 will be invested in a prioritised trunk road structural maintenance programme focused on maintaining safety and road conditions. This will include essential road repair works and schemes to renew worn out sections of carriageway. In addition, and further to our planned 2014/15 active travel and smarter measures spend of £31m – refer to annex A, **£2.8m** will be invested in cycling infrastructure, including the Great Glen Cycleway scheme. A further **£1m** is available for various commitments including landslide management and network studies.

With a spend of approximately **£27m** we will support continued work to the Bridge maintenance and strengthening programme and deliver the Forth Bridges Operating Company (FBOC) contract. We will deliver a prioritised programme to tackle immediate safety critical schemes first and thereafter implement measures to maintain the safe operation of trunk road bridges until such time as increased funding can be allocated to prevention of long term deterioration.

Our investment, therefore, will enable this Government to continue to manage and maintain our trunk road network so that it is safe, efficient and effective for Scotland's road users.

### Spending on Active travel

Presenting the totality of investment in active travel is complex given that it is funded from a number of different Scottish Government budget lines in a number of different ways. This is appropriate given the multiple policy aims to which cycling and walking have the potential to contribute, and the cross-portfolio effort required to meet the challenge of reduced car dependency. The bulk of the budgets come from the transport portfolio, though there are also welcome contributions from others, including climate change and physical activity lines.

The table attached in Annex A provides a breakdown of the intended Scottish Government support from the transport budget for active travel and related smarter measures for 2013/14 to 2015/16. The overall figures are necessarily provisional at this stage, as some decisions on allocations are yet to be confirmed, particularly with regard to the Future Transport Fund, as well as the Local Government Settlement.

The additional funding for cycling that was announced in the Draft Budget is a new allocation of £20 million, over and above the existing Support for Sustainable and Active Travel (SSAT) and Future Transport Fund (FTF) allocations that have already been announced. The table makes clear that the SSAT budget line continues to include a core £5m per annum allocation, as currently, as well as the budget enhancements that the Scottish Government has been able to make since the 2011 Spending Review.

The completion of capital funding for the Fastlink project in 2014-15 may make it appear that the Sustainable and Active Travel budget is reducing. However, our core funding for active travel is actually increasing in this Budget. Furthermore, the contribution from the Future Transport Fund (part of the Scottish Futures Fund) for low-carbon transport overall will rise.

Allocations for future years from the revenue component of the Support for Sustainable & Active Transport budget line will be determined in due course, in the wake of progress with existing Scottish Government-funded delivery activities and policy priorities. The interventions to achieve increased participation in active travel are complex, and the evidence suggests that progress can best be made through developing infrastructure in tandem with 'smarter measures' work to encourage behavioural change in relation to personal travel choices and alternatives to car usage. This latter work includes cycling promotion.

## Encouraging Behavioural Change in Relation to Active Travel

Our low carbon aspirations are currently focussed on technology change and voluntary behaviour change, with considerable investment in public transport and active travel. We envisage that innovative improvements to public transport and travel information, as well as continued investment in cycling and walking will encourage more drivers to leave their cars at home, contributing to emissions abatement as well as other policy aims.

A range of policy development and delivery work is underway in relation to behavioural change activity.

- We fund Cycling Scotland and Sustrans to deliver cycling promotion, including school 'Bikeability' cycle training and road-user awareness campaigns, as well as mass-participation events such as Pedal for Scotland. We also support the delivery by them of school travel-planning work and community-based work, such as the Street Design projects in Kirkcaldy and Elgin.
- The evaluation of the Smarter Choices, Smarter Places programme, published in April 2013, shows that modal change is achievable and the projects encouraged more people in their areas to use active forms of travel. The learning from the programme is now being disseminated widely, and practical next steps are being developed with local and national partners around the continued promotion of sustainable travel in communities. We have also allocated £200k this summer to Local Authorities as small grants to enable them to take forward projects in their areas that will support shifts to active travel choices, such as improved signage, mapping and personal travel-planning.
- The SG ran a public campaign to promote walking for short journeys this spring, '*Not Far – Leave the Car*'.
- We are working with organisations and businesses to encourage more sustainable travel choices – e.g., through the Energy Saving Trust's work with a range of organisations around workplace travel-planning. There is also on-going work with the 2020 Climate Change group and the wider public sector through climate change networks.
- We grant fund CarPlus to work in communities across Scotland to develop a network of car clubs, to reduce car dependency through providing alternatives to private car ownership.

Committee members may be interested to know that the attached spreadsheet has been prepared by SG officials for the RACCE Committee, to provide information on the behavioural elements of the budget. This adds to the SG Climate Change budgets spreadsheet that has already been published (<http://www.scotland.gov.uk/Topics/Environment/climatechange/draftbudget2014-15>), and is available on the following webpage (<http://www.scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/lowcarbon/lowcarbonbehaviours/budget> )

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**ANNEX A: DRAFT BUDGET SEPTEMBER 2013: INVESTMENT IN ACTIVE TRAVEL**

	£'m 2013-14*	£'m 2014-15	£'m 2015-6	£'m Total
SSAT line	35	29	15	79
<i>Of which:</i>				
<i>Fastlink</i>	20	10	0	30
<i>Scottish Green Bus Fund</i>	2.5	0	0	2.5
<i>UK Consequentials for cycling (Feb 2012)</i>	5	4	0	9
<i>SSAT core allocation</i>	5	5	5	15
<i>'Green stimulus for cycling' (Sept 2012)</i>	2.5	-	-	2.5
<i>'Shovel ready' consequentials (Jan 2013)*</i>	0.9	-	-	0.9
<i>Draft Budget active travel capital</i>	-	10	10	20
Total SSAT support for active travel and smarter measures (estimate, taking account of non-active-travel spend of around £0.7m pa )	11.8	18.3	14.3	44.4
<b>Other Transport Budget Lines:</b>				
Shovel-ready consequentials (Great Glen + school cycle parking (Jan 2013; Trunk Roads budget)**	0.2	2.8	-	3.0
LA Grants – Cycling, Walking and Safer Streets	5.6	8.2	8 [provisional]	21.8 [provisional]
Future Transport Fund – active travel allocations	1.25 (of £7.75m)	4.5 (of £18.75m)	5 [provisional] (of 20.25m)	10.75 [provisional] (of £46.75m)
<i>Total estimated transport allocations for active travel and smarter measures</i>	19.75	33.8	27.3	80.85 [provisional]

\* Oban-Appin NCN and access to Airdie-Bathgate stations; part of the £3.9m announced Jan 2013, split with Trunk Roads below.

\*\* The profile of the Trunk Roads cycling spend for 2014/15 has been updated in line with revised delivery plans.