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Our ref:

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*Dear Patrick,*

I undertook to provide further information to you on the budget allocations for sustainable and active travel, in response to your question yesterday in Parliament concerning the presentation of funding for active travel within the Draft Budget document. Whilst acknowledging your comments, I would note that the issue is one only of complexity in the structure of budget documents. Active travel investment is funded from a number of different Scottish Government budget lines in a number of different ways - rightly, given the multiple policy aims to which cycling has 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.

With regard to the additional funding for cycling that I announced to Parliament in the Draft Budget, I can confirm that this is indeed 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. This new funding is being provided specifically to support investment in active travel infrastructure across Scotland. 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 I have been able to make since the 2011 Spending Review.

Further detail of how the new funding will be used will be given in due course. The Minister for Transport & Veterans is holding the first national Cycling Summit with local authorities and partner delivery bodies on 24 September, which will provide further opportunity for constructive dialogue around building momentum and partnerships as we work towards our shared vision that by 2020 10% of everyday journeys will be made by bicycle.

Furthermore, allocations of 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. Consequently, it is challenging - and I would argue unhelpful - to disaggregate out 'cycling spend' *per se* when a wider programme of work to promote sustainable travel choices is appropriate.

I note your query in Parliament that whilst the statement commits £60 million to active travel over the next two years the budget line on sustainable and active travel commits only £44 million. These numbers result from the additional budget lines, beyond SSAT, that contribute to the overall support for sustainable and active travel, including the Future Transport Fund, as well as the ring-fenced capital grants to local authorities under the Local Government settlement.

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.

I hope that this clarifies matters for you and provides reassurance of the commitment held by the Scottish Government towards sustainable and active travel.

Yr. gr.  
JH

JOHN SWINNEY

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

	£'m	£'m	£'m	£'m
	2013-14*	2014-15	2015-6	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)	1.8	1.2	-	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>	21.35	32.2	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