

Transport Policy

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CÒMHDHAIL ALBA

Mr Dave du Feu
Spokes

Your ref:

Our ref:
2016/0026591

Date:
20 September 2016

Dear Mr du Feu,

Thank you for your email of 11 August 2016 to Nicola Sturgeon MSP, First Minister of Scotland, regarding the First Minister's announcement on 8 August concerning post-Brexit spending, you have suggested that a proportion of the funding should go to capital investment to boost cycling and walking as a means of everyday travel. The Minister has asked that your email be passed to me for reply.

Firstly, I would like to reassure you that Scottish Government Ministers are fully committed to actively working in partnership with our stakeholders such as Sustrans Scotland, Cycling Scotland and local authorities, to ensure active travel infrastructure is delivered to the highest standard to make active travel a safe and realistic travel choice for all cyclists and pedestrians.

Further details of the Capital Acceleration Programme, including the projects to be supported by the initial £100 million of additional funding and details of funding for future years, will be announced in due course. Additionally, full and due consideration will be given to providing additional funding for active travel capital measures. Indeed successive Transport Ministers have reiterated on a number of occasions that when funding becomes available they will make the strongest case for that funding to be allocated to active travel.

However, please be assured that your comments have been noted. Indeed Ministers are always receptive to and welcome all views and suggestions of constituents.

With regard to your summarisation in the 4 bullet points in your email, it is true that active travel brings social, health and economic benefits to communities. Additionally Scottish Ministers remain committed to working in partnership to achieve our shared vision that by 2020, 10% of everyday journeys taken in Scotland will be by bike. That is why the Scottish Government have put in place record investment in walking and cycling – and has already committed to matching this do so over the life of this Parliament.

Also, the Scottish Government remains absolutely committed to meeting its world-leading Greenhouse Gas (GHG) emissions reduction targets as established by the Climate Change (Scotland) Act 2009. And, in terms of air quality, the Cleaner Air for Scotland strategy sets out the phased approach required to develop measures, such as Low Emissions Zones, as part of

the National Low Emission Framework (NLEF). We intend to publish the NLEF guidance later this year. Preparatory work on both the National Modelling Framework and National Low Emission Framework will be completed by mid-2017, with appraisal of sites across Scotland during mid to late 2017. Decisions on NLEF schemes across Scotland, such as Low Emission Zones and other related transport policy interventions will be taken by the end of 2018.

Inclusion of active travel options will also be taken into account when NLEF assessments are undertaken. Specific actions noted in NLEF (and Cleaner Air for Scotland) will be brought forward from late 2017 that will deliver on the ground benefits of a fully operational Low Emission Zone by the end of 2018, as outlined in the Government's pre-election manifesto commitment. This LEZ will support the evolution of subsequent NLEF schemes across Scotland toward and into 2020. Many initiatives are already in place to develop and deploy effective transport measures to tackle air pollution, including cycling and walking schemes. The Scottish Government is continuing to explore with Transport Scotland and other partners how these can be developed and built on to ensure successful delivery of all the actions contained in the Cleaner Air for Scotland strategy.

I hope this information will reassure you that active travel will continue to be a priority for this Scottish Government as we work in partnership with all stakeholders to make Scotland a safer, healthier and more active nation.

Yours sincerely,

KAREN FUREY
Cycling Policy Manager