

The exception applied in this instance is:

Some information has been withheld under regulation 10(4)(e) (internal communication). This exception is subject to the 'public interest test'. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exception. We have found that, on balance, the public interest lies in favour of upholding the exception. We recognise that there is some public interest in releasing the information as part of an open, transparent and accountable government. However, this is outweighed by the greater public interest in allowing a private space for officials to share information with ministers on the development of any given policy.

In addition, some of the information has been redacted from the documents disclosed under Regulation 11(2) – Personal Data as it contains personal information and disclosing it would contravene the data protection principles in Article 5(1) of the General Data Protection Regulations (GDPR) and in Section 34(1) of the Data Protection Act 2018. This exception is not subject to the 'public interest test'.

**MINISTERIAL ENGAGEMENT BRIEFING:
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE
TRAVEL AND TENANTS' RIGHTS
Briefing for ACTIVE TRAVEL DEBATE 6 JUNE 2023**

What	Parliamentary Debate - Delivering on Active Travel Commitments
Where	Scottish Parliament, Chamber
When	1420 – 1700 Tuesday 6 June 2023 The debate will take place from 1420 to 1700, lasting 2 hours and 40 minutes. The Minister for Zero Carbon Buildings, Active Travel and Tenants' Rights is scheduled to deliver the opening speech (15 minutes) and the closing speech (10 minutes).
Key Message(s)	<p>The Government is strongly committed to investing in active travel to deliver an inclusive active nation, and the vision that Scotland's communities are shaped around people, with walking, wheeling and cycling the most popular choice for shorter, everyday journeys.</p> <p>The Scottish Government has made year on year increases to the active travel budget over the last five years. The Programme for Government commitment will see the active travel budget in 2024/25 increase significantly to at least £320 million or 10% of the active travel budget.</p> <p>The Scottish Government continues to increase investment to record levels, much of this on infrastructure projects to enable people to walk, wheel and cycle safely.</p> <p>Active travel makes an important contribution across a range of key Scottish Government Strategies.</p>
Why	The debate is an opportunity to demonstrate that the Scottish Government is investing record amounts in Active Travel and starting to deliver transformative change.
Supporting officials	Bettina Sizeland, Director Bus, Accessibility and Active Travel [Redacted], Active Travel Transformation Project and Policy Manager [Redacted], Active Travel Transformation Project Officer
Comms support/ media handling	TS-led News Release to support Transformation Fund announcement of c£20m capital investment for construction-ready Active Travel schemes. Quote in separate Paths For All-led news release for £1.5m Active Nation Fund. TS social media to capture both, using visuals from preceding GCC Battlefield visit.

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MOTION

“That the Parliament believes that active travel can bring significant benefit for people’s health, the economy and the cost of living, and is critical for tackling the climate emergency and delivering on the commitment to reduce car kilometres by 20%; welcomes the Scottish Government’s record budget for Active Travel in 2023-24; recognises that this is by far the highest investment in Active Travel per head across the UK; welcomes the new and additional £20m Transformation Fund going direct to delivery partners to deliver new infrastructure at pace; commends the work of local authorities, regional transport partnerships and active travel delivery partners in turning that record level of investment into changes on the ground; notes the publication of the new Cycling Framework in supporting the wider 2030 Active Travel Vision where walking, wheeling and cycling are the most popular modes of transport for shorter everyday journeys; and looks forward to the opportunity presented by UCI Cycling World Championships coming to Scotland in August to encourage more people to choose active travel.”

ANNEX B

OPENING SPEECH (attached separately)

ANNEX C

CLOSING SPEECH (attached separately)

ANNEX D

Q&A – KEY THEMES

- 1. ACTIVE TRAVEL BUDGET**
- 2. INFRASTRUCTURE**
- 3. BEHAVIOUR CHANGE AND ACCESS TO BIKES**
- 4. ROAD SAFETY**
- 5. CLIMATE CHANGE**
- 6. ACCESSIBILITY**
- 7. MINISTERIAL TRAVEL**

1. ACTIVE TRAVEL BUDGET

Q. Why is Scottish Government spending a disproportionate amount on Active Travel compared to bus, ferries, road, rail etc?

A. Historically, Active Travel has suffered from under-investment relative to other modes of travel. While our Active Travel infrastructure has improved massively in recent years, there is still lots to do. We know that walking, wheeling and cycling can bring huge benefits for society, and we know that these have only been realised in countries with sustained financial commitment. If we are to follow in their steps and support our local authorities to deliver networks of infrastructure, we must ensure our ambition is matched by our investment.

Active travel has an important part to play in improving access to Bus, Rail and Ferries services as well as being central to place making and climate change policies and initiatives.

Total budget for public transport investment across Rail, Bus and Ferries in 2023/24 budget is £2.286bn - this includes all Capital and Resource for Rail (£1.421bn), Bus (£425.7m) and Ferries (£439.97m)

Q. How are active travel budgets set?

A. Budgets are set on the basis of existing commitments, either legal, contractual, ministerial or manifesto. In addition, the Bute House Agreement contained a number of commitments relating to sustainable transport. Any remaining uncommitted budget will be allocated in line with Ministerial priorities, as part of the budget setting process.

Q. What's the total budget allocated to active travel this year?

A. budget of £189.2 million was allocated to Active travel for this financial year. Budget is split as Capital and Resource, with Capital budget of £176.9m and Resource budget of £12.3m.

Q. How is the active travel budget distributed?

A. Budget is split between Capital and Resource. The distribution of budget is based on proposals received from Active Travel Delivery Partners and assessed against the Active Travel Framework and Outcomes, with most of the budget allocated to infrastructure delivery to encourage more people to opt to use active travel rather than another less sustainable mode.

Q. [Redacted]

A. [Redacted]

Q. [Redacted]

A. [Redacted]

Q. Why has it taken so long to provide funding to delivery partners?

A. We are already committed to record investment in Active Travel in 2023-24, and by 2024-25 at least £320m, or 10% of the total transport budget, will be invested in Active Travel. The Scottish Government continues to pursue opportunities to drive efficiency and reform given the challenging fiscal position and as set out as part of the resource spending review. This requires some difficult decisions and robust spending control, but we acknowledge the need to protect jobs where at all possible. Officials are working constructively with partners to establish the levels of funding are needed to do this.

Q. Why is the Scottish Government cutting budgets?

A. We are already committed to record investment in Active Travel in 2023/34, and by 2024/25 at least £320 million, or 10% of the total transport budget, will be invested in Active Travel, which is integral to our wider determination to support public services, tackle child poverty, and transition to Net Zero.

The scale of increase in the active travel budget has meant increasing scrutiny of programmes and, in some cases, potential changes in emphasis, which has meant that some programmes remain under review. This is to ensure that increased investment in active travel is used to maximum benefit.

The Scottish Government has to deliver a balanced budget and for 2023-24 the budget is fully allocated while expecting to face significant in-year challenges across a wide range of spending areas. All departments are continuing to pursue opportunities to manage those pressures as effectively as possible given the challenging fiscal position.

Q. What criteria are used to determine how the active travel budget is allocated?

A. We have co-produced an [Active Travel Outcomes Framework](#) with delivery partners and Transport Scotland Strategy and Analysis colleagues. This sets out high level outcomes for active travel and includes a set of indicators to demonstrate our path to achieving the outcomes. The Framework is used to both evaluate funding applications and performance of any grant against the agreed outcomes.

Q. The Scottish Budget increased Active Travel funding by £39m in 2023-24 to £189m. Will Local Authorities benefit to the same extent?

A. The Bute House Agreement committed to increase the AT budget to at least £320m annually, or 10% of the total transport budget, by 2024/25. And I am happy that all stakeholders, including LAs are supportive.

The uplift in capital for active travel has gone from £109.2 million to £137.7 million which is a 26% increase. We have maintained funding at £35 million to LAs for Cycling, Walking and Safer Routes (CWSR) capital budget in 2023-24. In addition, we are continuing our support for Sustrans' Places for Everyone programme, that LAs across Scotland are using to deliver active travel projects, as well as increasing our funding for Regional Transport Partnerships, who drive forward strategic, and cross-boundary projects with clusters of local authorities.

And, of course, today we have announced nearly £20m of new funding which will go directly to LAs and other delivery bodies to boost the construction of infrastructure this year.

Q. How will local authorities maintain this additional burden, with little or no extra resource available?

A: We acknowledge there is an issue with resourcing at a local level and maintenance is a key consideration in our discussions with delivery partners through the Active Travel Transformation Project.

LAs are responsible for all aspects of local roads management and Transport Scotland for the trunk roads network, a 94%/6% split, local to national. Maintaining the road network benefits all users. It is therefore in all our interests to make roads safe for everyone. For local roads, it is up to LAs to prioritise routes as part of their maintenance programme and active travel infrastructure is, and should be, included in that programme.

2. ACTIVE TRAVEL INFRASTRUCTURE

Q: How will the increase in the AT budget benefit new infrastructure?

A: We want to encourage and support local authorities to deliver ambitious AT infrastructure projects and will use this record level of funding to increase the amount of active travel infrastructure in Scotland, including through the Places for Everyone Programme.

We will create, repair and improve a Scotland-wide active travel network to ensure that every town has access to a high quality and segregated walking and cycling network. The investment will also enable national cycle network improvements and more cycle parking on streets and at educational establishments and workplaces.

To this end, we have today announced nearly £20m of funding, designed to deliver AT infrastructure at the pace and scale we need.

Q: Why not just give the funding directly to LAs or RTPs?

A: We fund national enabling bodies such as Sustrans who have the expertise and manpower to appraise and work with local authorities and other community partners to deliver local projects. Channelling funding through a national partner ensures that there is a national quality standard for active travel infrastructure.

This also brings in additional funding from local authorities who need to fund 30% of project costs (lowered in 2020-21 from 50%) to maximise active travel funding and projects.

And local authorities are provided with expertise and support to enable them to consult, design and build high quality infrastructure with consistent standards across Scotland

In 2023-24, we have maintained the amount of funding to LAs at £35m for infrastructure projects. RTPs have also received record funding, with over £4 million of funding for capital projects. As you have heard this afternoon, we have also added an additional £19.865m of funding which will be provided directly to thirteen LAs, and one National Park Authority, in order to boost the delivery of AT infrastructure.

We will also be considering the wider issues of capacity and capability within the transformation project, which is reviewing our delivery model for Active Travel in

Scotland. As part of this, and as a secondary aim for the Transformation Fund, we will also provide further funding for LAs, and other delivery partners, to enable concept and design work for infrastructure projects.

Q: Why has the delivery of active travel infrastructure been slow?

A: We have often heard that match funding requirements can stifle delivery, particularly for smaller local authorities.

One of the key aims of the Transformation Project has been to deliver infrastructure at pace and scale. To this end, we have removed match funding requirements entirely from nearly £20m of infrastructure funding this year, which will help to ensure a greater volume of projects being taken forward, particularly among smaller local authorities.

We also know that legal challenges to Traffic Regulation Orders (TROs) can cause significant delays for construction, and we have taken steps to address these delays through consultation and legislative changes.

We are looking to fund ambitious, at scale programmes, and to provide confidence to deliver larger longer term programmes, we have also been clear that through our Transformation Fund, complex multi-year projects, supported by our updated Cycling by Design guidance, will be prioritised for funding in future years. Through this Fund, Transport Scotland will assume responsibility for authorising funding and programme management in a much more direct partnership model than previous, supporting LAs to deliver on programmes, rather than projects, reducing the impact of delays.

Q: Why can't the TRO process be streamlined to allow Local Authorities to make improvements in a faster, cheaper and more straightforward manner?

A: Road Policy officials formed a TRO Review Working Group which included a number of interested parties such as COSLA, SCOTS and 5 local authorities who expressed an interest in being represented on the group.

The priority that emerged from that group was a desire to change the Experimental TRO process. Changes to legislation came into force in November 2021 which allow for roads authorities to put experimental projects on the ground with 7 days' notice and a minimum 6 month consultation period which begins on the day the project is put in place. There is also a much more straightforward process to follow if the authority then wish to make the ETRO a permanent TRO.

We have also issued advice to local authorities on the Redetermination Order process which was felt by one local authority to be a major stumbling block to getting new schemes on the ground. That advice laid out the Government's view that Redetermination Orders were not required in all circumstances and stated that if a traffic authority made a TRO which effectively determines the means by which the public can exercise their right of passage over the road then it would appear that it is not necessary to also have a redetermination order to give effect to the restrictions on traffic.

The TRO Review consultation ran for an 8 week period and sought views from stakeholders and interested parties on proposals to change certain TRO legislation. The consultation analysis report was published on 3 September 2021 and the suite of amended ETRO regulations were subsequently laid in parliament on 1 October.

The Scottish Statutory Instrument (SSI) was subject to scrutiny from two Parliamentary committees before it progressed through Parliament on the 26th November. They can now be used by Road Authorities (both local and trunk) to introduce experimental orders following 7 days' notice. A 6 month consultation period would then follow whilst the scheme is "on the ground."

Q: A significant amount of investment was allocated to deliver Spaces for People projects. What has been done to move these from temporary to permanent measures?

A: In 2021, the focus shifted to supporting partners to make interventions permanent where they feel there is a justification for doing so. A key part of this was the production of the Routemap to Permanence, produced in partnership between Transport Scotland, SCOTS and Sustrans. Funding is available through Cycling Walking Safer Routes allocation as well as the Places for Everyone programme. Whilst many local authorities chose to remove this temporary infrastructure after the Pandemic, over 60% of schemes were to be made permanent.

Q: Why have a number of local authorities removed Spaces for People infrastructure?

A: It is, of course, for local authorities to determine where is appropriate to remove SfP measures, feeding in data from consultations and monitoring, as well as giving consideration to their wider strategic plans. The Scottish Government supports local authorities to deliver permanent measure through the Routemap to Permanence guidance, produced in partnership between Transport Scotland, SCOTS and Sustrans.

Funding support is provided through remaining SfP funds, integration into the Places for Everyone (PfE) programme, and through local authority Cycling, Walking and Safer Routes funding.

Q: What is being done to support walking as a mode of active travel?

A: AT Infrastructure covers a wider range of interventions including walking, wheeling and cycling as well as public realm improvements, such more benches, more green areas and more traffic free areas. We are more than doubling funding towards the National Cycling Network in 2022-23 to improve paths and remove barriers as this is an important network to connect our communities and is used equally by people walking and cycling.

I'm pleased that the Scottish Government will fund a new programme delivered through Paths For All and providing over £1.5 million to remove barriers on the existing path network.

Q: What is being done to deliver joined up AT infrastructure?

A: We will continue to encourage LAs through their strategies, to join up the networks to places where people need to go, and to maintain the assets for all to use safely.

We will use the increased budget for active travel to deliver a range of projects including Increasing the Cycling, Walking and Safer Routes grant for active travel

infrastructure on local roads, and Investment in the Sustrans 30 year National Cycle Network (NCN) Plan. We will continue to invest in extending and improving the NCN; we have funded the National Cycle Network with almost £21 million in the last four years (April 2018 – March 22); this is an important network for both everyday journeys. We are linking across the various parts of the transport portfolios to ensure active travel is embedded both in our policy-making and delivery of projects for trunk roads, road safety, rail and bus.

The transport measures in the Climate Change Plan update contain actions across all modes, and as part of the £2 billion Low Carbon Fund, we are committing an additional £50 million to ‘Active Freeways’ which will involve identification and design development of the strategic active travel network, to provide segregated active travel routes on main travel corridors to city and town centres and major trip attractors linking communities throughout Scotland.

Q. Why are decisions made around Active Travel which ignore community feedback?

A. While Transport Scotland take decisions on Active Travel funding, decisions on where and when infrastructure is built are made by local authorities, who are accountable to their communities through the usual channels.

However, active engagement with all parties affected is often critical to the success of active travel infrastructure delivery. That is why our Places for Everyone guidance requires stakeholder engagement and impact analysis as part of the conditions of funding by delivery partners. Programmes like co-design and partnerships are designed to empower communities through knowledge transfer and upskilling.

We know from the latest Walking and Cycling Index (WACI) Survey published in June 2022 that the majority of people in Scotland (55%) would like to see more government spending on active travel, particularly in our cities, where there is an appetite for more investment in segregated cycle lanes (65% of those surveyed in Dundee, 63% in Glasgow).

3. BEHAVIOUR CHANGE AND ACCESS TO BIKES

Q: It’s fine to build lots of active travel infrastructure but what is being done to change travel behaviours?

A: Our National Transport Strategy establishes the sustainable travel hierarchy as a guiding principle, embedded in all of our policy and investment decision-making, to promote walking, wheeling, cycling, public transport, and bike, car and ride sharing, over single-occupancy car use.

In 2023/24, we will continue to support delivery of behaviour change programmes in schools, communities and workplaces to provide training, education, facilities and events to encourage people out of cars and to think about using healthier, cheaper and greener methods of travel.

I am also delighted to launch the new £1.5m Smarter Choices, Smarter Places Active Nation Fund. This will support the scaling up of behaviour change initiatives that have demonstrated evidenced success of increasing active travel levels locally to pilot at a cross-regional or national level.

Q: Every schoolchild should have the opportunity to benefit from cycle training – what are the current levels of access to training?

A: Bikeability is Scotland’s national cycle training programme for School children – designed to give pupils the skills and confidence they need to cycle safely on the road and to encourage them to carry on cycling into adulthood.

The level of training provision is published each year in the Cycling Scotland annual report, with a Local Authority breakdown published in the Annual Cycling Monitoring Report. There were record levels of participation in Bikeability during 2022-23, with a 20% increase in pupil participation. During 2021-22, a record 52,604 pupils took part. 50% of all primary schools delivered level 2 on road training and 57% of schools offered at least one level of training.

Q. Is ongoing Scottish Government funding for Bikeability under threat?

A. No - We are committed to supporting Bikeability for 2023/24 and recognise the role it plays in delivering safe cycling skills to young people. As with many supported programmes, Bikeability has received additional scrutiny where savings have been identified, as a result funding for 2023/24 will initially be supported at 50% of the requested amount. 52,000 young people took part in Bikeability in the past year. In one form or another cycle training in schools has been continually running in Scotland since 1958, and it will continue to operate under this Government.

52,000 young people took part in Bikeability in the past year. In one form or another cycle training in schools has been continually running in Scotland since 1958, and it will continue to operate under this Government.

Q. Why did Scottish Cycle Repair Scheme cease this year?

A. The Scottish Cycle Repair Scheme was part of the Scottish Government’s response to the COVID-19 crisis and was developed to support cycling during the pandemic. It was designed to support the rapid increase in cycling seen at that time, widening access to bikes, by funding some of the repair costs for existing bikes, during that period, as well as helping to manage demand on public transport.

The scheme, delivered by Cycling UK Scotland through bike shops across the country, was popular and has had widespread use during that period of pandemic and initial recovery. However, now that we are moving beyond the pandemic it has been concluded that this is the right time to bring that specific fund to a close.

What we have learned around the delivery of the scheme has been fully captured with the support of Cycling UK Scotland – and will be used to help inform future delivery as part of our Cycling Framework for Active Travel, which was launched on 26 April 2023.

4. ROAD SAFETY

Q: The Glasgow Times¹ reported last week that more people have died on our roads in the first half of this year compared to the whole of last year. Since that article was published, 3 more people have lost their lives. What is the government doing about this crisis?

A: As outlined by my colleague Kevin Stewart last week, one death on our roads is one too many. The Scottish Government is committed to achieving safer road travel in Scotland now and in the future, and our Road Safety Framework to 2030, published in February 2021 outlines our ambitions for the next decade, and put the most vulnerable road users at the heart. The framework sets out a compelling long-term goal for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. The journey to achieving this goal also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030.

For the first time, mode and user specific targets for key priority groups such as pedestrians, cyclists, motorcyclists and over-represented age groups have been created to focus attention by partners on our priority areas.

It is aligned with the National Transport Strategy and is integrated with a wide a range of policies that assist those Government national outcomes and indicators. These include better road safety and health outcomes, promotion of active travel, climate change mitigation and place-making. The first delivery plan of the Framework has been developed in conjunction with key stakeholders and contains 60 road safety initiatives and measures such as Key Performance Indicators to track progress.

Q: Can you provide detail on the delivery of the commitment by Police Scotland to take forward the National Dashcam Safety Portal Initiative?

A: Police Scotland committed to develop a National Dashcam Safety Portal scheme in Scotland. The initial implementation date for the project pilot was indicated as January 2023, however, Police Scotland has now stated that they are reviewing the project's timings as part of their wider planning for 2023/24 and beyond.

Officials requested a scoping paper from Police Scotland that outlines their programme for delivery, particularly what they are looking to deliver and a detailed timescale. This has now been received and officials will be discussing this further with Police Scotland in the near future.

While I appreciate that Police Scotland is committed to delivering the National Dashcam Safety Portal, I would like to emphasise my frustrations with the lack of progress in delivering this important road safety initiative.

¹ <https://www.glasgowtimes.co.uk/news/23544424.lives-lost-glasgows-roads-far-year-total-last-year/>

The NDSP has the potential to have a significant and positive impact on driver and road user behaviour and also for road safety outcomes for communities across Scotland, and it is imperative that the NDSP is implemented as soon as possible.

Q: Do you support the wearing of helmets?

A: There are no requirements on cyclists to wear helmets, and the decision to do so is a matter of personal choice. The evidence on safety is mixed, but evidence does suggest reduced take-up of cycling in places where helmet mandates have been introduced. Reduced cycling means reduced health benefits. Given this, the SG does not support calls to make helmets compulsory. Any proposal to do so would be strongly challenged by active travel organisations and stakeholders, including the Scottish Government's Ambassador for Active Travel.

Q: What is being done to reduce the number of potholes on roads and path networks?

A: LAs are responsible for all aspects of local roads management and Transport Scotland for the trunk roads network. Maintaining the roads and path network, benefits all users. It is therefore, in all our interests, to make the roads safe for everyone.

For local roads, it is up to LAs to prioritise routes as part of their maintenance programme and active travel infrastructure is, and should be, included in that programme. We acknowledge there is an issue with resourcing at a local level and are considering with CoSLA how to address this. On local roads and cycle paths, defects can be reported to individual local authorities to address. On the trunk road network, any issues can be reported to the operating company.

Cycling UK has a portal on its website called "fill that hole" where users can report road and path defects. <https://www.fillthathole.org.uk/> I would encourage everyone to use it if there are concerns about maintenance on both roads and paths.

5. CLIMATE CHANGE

Q: The climate change route map contains over 30 interventions. What contribution will each of them make to the 20% reduction in car kms commitment, and how will progress be measured?

A: In order to achieve this world-leading commitment we need to take forward all the interventions in the route map – and more – as the evidence supports that travel behaviours can only be changed on the required scale through a broad combination of interventions, including incentives, infrastructure, and regulation. The route map sets out a package of complementary measures which when taken together will encourage behaviour shift– it is therefore not able to set out the contribution of individual interventions towards our 20% reduction of car kms by 2030. We will set out a monitoring and evaluation framework as part of our finalised route map, due for publication in the coming months. As part of our approach we will align monitoring of this outcome with that of the National Transport Strategy, as well as Regional Transport Partnerships' monitoring processes.

This commitment is truly world-leading, demonstrating our level of ambition in meeting Scotland's statutory targets, but we do not underestimate the challenges associated with delivering this. Our National Transport Strategy already outlines the need to reduce travel by unsustainable modes.

Q: What are other areas of transport doing to contribute to the climate emergency?

The transport measures in the update to the Climate Change Plan (CCPu) contain action across all modes, showing a comprehensive approach. They include significant funding pledges – £120m for Zero Emissions Buses and £50m for Active Freeways from the Low Carbon Fund.

The CCPu is not the end of the journey and we will continue to engage with the public on Climate Change as we will develop the next full Climate Change Plan. Transport remains Scotland's largest sectoral emitter, with cars accounting for 38% of all transport emissions. The principle of a just transition is at the heart of the route map, which will support our work to tackle inequalities and child poverty.

The route map contains over 30 interventions. Some of these are being delivered in the short-term, including providing free bus travel for under-22s and our Broadband Programme which provides superfast broadband access for 100% of premises. Other actions will take longer, and some will also be more challenging than others, and will need a mix of infrastructure, incentivisation and regulatory actions.

6. ACCESSIBILITY

Q. Why are decisions made on Active Travel which ignore the views of disabled people and accessibility groups?

A. I am keen that we continue to deliver active travel infrastructure schemes quickly and safely, but I am very aware of the numerous challenges and the need to have engagement with those affected by the changes, particularly disabled people. Local authorities are responsible for management of local roads, and have a duty under the Roads (Scotland) Act 1984 to make decisions and manage local roads in their area.

Each local authority considers opportunities for active travel improvements within their boundary and can apply for funding accordingly through the Sustrans Places for Everyone programme. Sustrans support provides guidance to local authorities including design guidance that highlights the need for Equality Impact Assessments and specific considerations for disabled people.

Active Travel designs must also follow Cycling by Design guidance that has recently been updated following extensive consultation and input with a large range of disabled welfare groups

Living Streets has also been commissioned by Transport Scotland to undertake research into continuous footways and floating bus stops. This work involves a range of disabled people's organisations and a report is expected later this year.

Q: How can you ensure that active travel investment is inclusive and does not ignore people with disabilities?

A: All active travel infrastructure investment is designed to be accessible to all, including those with disabilities or limited mobility. Cycling by Design was a collaborative document between Transport Scotland, Sustrans and LAs, with disability groups being widely consulted. Living Streets have been working with all partners, including DfT, to look at research into Inclusive Design for floating bus stops and continuous footways across the UK.

On the National Cycle Network (NCN), we are working with Sustrans to take away the barriers on the network which restricts access for those with mobility issues and for blind people. These include removing narrow gates and also providing more facilities such as benches and better signage to point people to local facilities and places of interest.

7. [Redacted]

ANNEX E

ACTIVE TRAVEL BUDGET

ISSUE:

Due to the challenges facing the Scottish Budget, as set out in the spending review, the Scottish Government has introduced additional controls around expenditure, which has resulted in a delay of the confirmation of active travel grants for 2023-24

- **There is a particular challenge around the £12m resource budget, which impacts our behaviour change programmes, mainly run by Sustrans, Living Streets and Paths for All**
- **Sustrans UK have been vocal in their response to the cuts to Active Travel funding by the UK Government, including an open letter to the Secretary of State for Transport (14 March)**
- **On the eve of the launch of the new Cycling Framework, Cycling UK posted on twitter "We are hugely disappointed that Transport Scotland has decided not to provide funding for the Scotland Cycle Repair Scheme (SCRS) for 2023/24" (25 April)**
- **Scottish Labour criticised the Scottish Government for the 'completely unacceptable' uncertainty over funding for walking and cycling (Scotland on Sunday, 14 May)**

Top Lines

We are already committed to record investment in Active Travel in 2023-24, and by 2024-25 at least £320m, or 10% of the total transport budget, will be invested in Active Travel.

- We are investing more than ever before in active travel this year and our commitment to record investment in active travel in 2024-25 remains, despite the difficult decisions we are having to take now.

- We are investing more in active travel than any other part of the UK. Sustrans UK have launched a campaign against deep active travel cuts in England saying “*England will lag shamefully behind other UK nations where per capita investment is many times higher*”, with Scotland topping the table in investment.
- The 2023-24 Scottish Budget is fully allocated and is facing significant in-year challenges.
- The Scottish Government continues to pursue opportunities to drive efficiency and reform given the challenging fiscal position and as set out as part of the resource spending review.
- We must ensure that any programmes supported by government are evidenced based and demonstrate value for money for the taxpayer.
- This requires some difficult decisions and robust spending control, but we acknowledge the need to protect jobs where at all possible. Officials are working constructively with partners to establish the levels of funding are needed to do this.
- Whilst some programmes have been successful so far in securing 100% funding, others have been granted over 50% for now to enable additional work be undertaken to find further efficiencies, and others still are awaiting a decision.
- Our active travel delivery partners have been assured that they continue to play a vital role in supporting our growing work to make walking, wheeling and cycling a much easier choice for short, everyday journeys
- Following a meeting between the Minister for Active Travel and senior leaders from the Active Travel Delivery Partners in May, we have outlined a range of options to manage the impacts on programmes over the next six months and are working right now with partner organisations on their budgets and staffing plans and greatly appreciate their positive engagement with us.

Our approach to establishing the funding for our programmes is designed to ensure value for money and ensure public spending is as impactful as possible

- We have been engaged with delivery partners for the last nine months on their proposals for 2023-24.
- [Redacted]
- [Redacted]
- [Redacted]

Cycle Training in Schools (Bikeability) is an essential development opportunity for young people to be able to cycle safely around their community

- The Scottish Government is committed to supporting and funding cycle training in schools. Our commitment to this valued part of the school experience has been in place for years and will continue.
- 52,000 young people took part in Bikeability past year. In many different forms cycle training in schools has been continually running in Scotland since 1958, and it will continue to operate under this Government.

Scotland’s Cycle Repair Scheme was part of the Scottish Government’s response to the COVID-19 crisis and was developed to support cycling during the pandemic.

- It was designed to support the rapid increase in cycling seen at that time, widening access to bikes, by funding some of the repair costs for existing bikes, during that period, as well as helping to manage demand on public transport.
- The scheme was popular and had widespread use during the pandemic and initial recovery. However, now that we are moving beyond the pandemic it has been concluded that this is the right time to bring that specific fund to a close.
- What we have learned around the delivery of the scheme has been fully captured with the support of Cycling UK Scotland – and will be used to help inform future delivery as part of our Cycling Framework for Active Travel, which was launched on 26 April 2023.

Below is a summary of direct active travel funding for local authorities:

Programme and Partner	Budget request for 23/24	Purpose
Cycling, Walking Safer Routes	£35m CDEL	To provide local authorities with capital funding to spend as they see fit on improving the safety and accessibility of walking and cycling routes in their area.
Direct Resource Grant	£2m RDEL	Resource fund distributed at £50k each then pro-rata'd across authorities to ensure they have resource funding to secure or retain the capacity and capability to capitalise on active travel capital funding.
SCSP LA Fund(requested), Paths for All	£5.3m (£3.9m CDEL/£1.4m RDEL)	Funds LA projects to encourage people to use public transport or other sustainable options such as buses and community car clubs for longer journeys; walking and cycling for short journeys, and homeworking to replace daily commutes, allocated per capita.
Transformation Fund	£19.865 (CDEL)	Bid fund, open to Local Authorities and National Parks for the delivery of construction-ready projects in 2023-24.

In addition, the below table details the Transport Scotland-funded programmes that local authorities can bid in to.

Programme and Partner	Budget request for 23/24	Purpose
Places for Everyone	£45m CDEL	Managed by Sustrans, Places for Everyone aims to create safer, more attractive, healthier, and inclusive places which are enjoyed equitably by

		increasing and diversifying the number of trips made by walking, wheeling, and cycling for everyday journeys.
Partnerships	£2.95m CDEL	The Strategic Partnerships programme has formal, and informal partnerships with most local authorities in Scotland. This includes funding for an Embedded Active Travel Officers who can specialise in active travel strategies, funding bids and other supporting roles to help drive At agenda.
SCSP Open Fund	£5.3m CDEL	Bid-in CDEL fund for community groups and local authorities. Only 5 LAs used this in 2022-23, totalling £315,000.
Regional Transport Partnerships	£4.4m CDEL	The RTP programme helps facilitate cross-boundary projects and more strategic initiatives than the more locally-focussed CWSR and PfE projects.

How does Scotland's Active Travel plans compare to those of other nations?

- Active Travel England is the executive agency established by DfT with responsibility for making walking, wheeling and cycling the preferred choice for everyone to get around in England.
- ATE announced (February 2023) a new £200m fund for improved walking, wheeling and cycling routes.
- Lawyers acting for the Transport Action Network (TAN), a campaign group, have written to the Department for Transport (DfT) to formally seek a judicial review of the cuts announced in March by Mark Harper, the transport secretary.
- Since 2013, Welsh Government Ministers and local authorities in Wales have had a legal duty to continuously improve provision for people to walk and cycle for local journeys under the Active Travel (Wales) Act 2013.
- The Act places a duty on the Welsh Government to report annually on active travel in Wales. It must also promote active travel journeys, secure new and improved active travel routes and related facilities, and enhance provision for walkers and cyclists when performing its functions under the Highways Act 1980.
- The Welsh dedicated AT budget for 2022/23 was £60m and for 2023/24 it will be above £70m.
- Welsh colleagues are currently drafting an Active Travel Delivery Plan.
- In Ireland, there has been a 364% increase in spend since 2019, resulting in a 20 fold increase in km of infrastructure delivered in the same period, including 23 projects over €10m. In 2021, they invested €184.1, €87.56m of which was in the Greater Dublin Area.
- France have also recently announced they plan to build an additional 23,000km of bicycle paths by 2027 through the investment of through investment of €250m in infrastructure.
- This will be supported by a range of other measures such as legislative changes, support for bicycle purchases and economic support of the French bicycle

manufacturing sector in a package worth approximately 6bn euros between 2023 and 2027.

Q. Does the Minister agree that our continued committed capital spend on key walking, wheeling and cycling infrastructure will help accelerate our journey to a fairer, greener Scotland?

A. The Scottish budget for 2023-24 increased investment in active travel to a record £189.2 million as we progress towards our commitment to invest at least £320 million or 10% of the transport budget by 2024-25. The Scottish Government spending levels in 2023-24 sit at £34 per head, in 2024-25 this will rise to £58 per head.

Sustainable transport charity Sustrans recently issued analysis week which highlighted capital investment in active travel at £25 per head in Scotland compared to £19 in Wales, £7 in Northern Ireland and £1 in England (outside of London)

ANNEX F

ACTIVE TRAVEL TRANSFORMATION PROJECT

The Active Travel (AT) budget was £150m pa in 2022/23, with the 2023-24 budget increased to £189 million. The Bute House Agreement commits to increase the AT budget to at least £320m pa, or 10% of the total transport budget, by 2024/25.

Previous AT infrastructure delivery was dependent on Local Authorities identifying schemes and funding for delivery, however these models are not scalable or suitable to deliver this increased spend.

The AT Transformation Project will maximise the opportunities in AT delivery in the short-term (2022/23) and medium-term (2023/24-2024/25) to achieve the most effective and efficient outcomes.

Top Lines

We are at a critical stage if we are to realise our shared vision for Active Travel but we are on track

- The budget for 2023-24 is currently £189m, in line with our commitment to invest at least £320 million, or 10% of the transport budget, in Active Travel by 2024-25.
- This is a critical stage if we are to realise our shared vision for Active Travel - that Scotland's communities are shaped around people, with walking, wheeling and cycling the most popular choice for shorter everyday journeys.
- Through the ATTP, recommendations will be made for an alternative, holistic delivery system to match our ambition that Active Travel is the natural, safe and inclusive choice for short journeys.

We are already turning this into delivery

- Launched in December 2022, the c£20M 2023/24 AT Transformation Fund (ATTF) helps partners support the delivery of eligible construction-ready schemes. £19.865M is now being awarded to 13 Local Authorities, and one National Park Authority for construction ready projects.

- Additional funding is also being allocated to support partners to develop future applications, ensuring that a pipeline of projects is available for 2024/25.

We are working closely with stakeholders to help build a system capable of delivering Active Travel at pace and scale

- The Project completed an initial evaluation and assessment phase with stakeholder workshops on Capacity and Capability, and Leadership.
- The Project team also engaged closely with Active Travel Delivery Partners to assess the capacity and capability in the existing delivery landscape through questionnaires and one to one discussions.
- Stakeholders have been clear that a steady supply of funding and skilled people are key to delivering modal shift.
- Leadership is crucial to ensure we use the opportunity to enact positive and meaningful changes across our towns, villages and cities.
- Both the Transformation Fund and the wider work on the delivery model have been taken forward in partnership with partners like SCOTS and COSLA, reflecting that delivery of active travel infrastructure is a shared priority between local and national government.
- We have been clear that we must work with the willing to deliver transformational change but we must also ensure that every delivery partner has a clear path to improvement.

It is clear that regardless of the delivery model recommended, longstanding issues relating to regulations, single-year funding, and green skills need to be addressed to deliver change at pace and scale.

- It is clear that efforts to reach net zero and to truly transform our public spaces and transport infrastructure require new skills, new jobs and new educational opportunities.
- We have seen active travel schemes delayed for unreasonable periods of time by regulations. We must ensure that we can deliver at the pace we need, while giving fair consideration and weight to the views and needs of businesses and residents.
- We also know that longer term funding models would help alleviate uncertainty and allow greater certainty and forward planning for delivery bodies. Roads authorities must be able to maintain the infrastructure they deliver.
- These are not simple challenges and there are no simple resolutions, however, the Scottish Government is committed to working towards solutions in partnership with delivery bodies.

Next Steps

- It is clear that any new delivery system should be more agile and enabling, rather than simply replicating existing barriers, or introducing new ones.
- In addition to support for construction ready schemes, officials are also evaluating how to best provide funding support for concept and design work, improving the capability of delivery partners and ensuring a strong pipeline of projects for future years.
- Since its inception, the Project has been informed and shaped through close engagement with delivery partners and stakeholders. It is clear that a successful

delivery model must incorporate mature partners and well evaluated programmes while ensuring that the major programmes of AT infrastructure are shaped and governed by a model suitable for the level of ambition, investment and scale.

- Transport Scotland is committed to taking action in order to match the effectiveness of our delivery processes with the ambition of our policy and funding commitments, and will provide a further update on the Project's progress, including the appraisal of new delivery model options, before the end of Summer 2023

ANNEX G

ACTIVE TRAVEL INFRASTRUCTURE

ISSUE: The Scottish Government confirmed record funding for AT in its 2023-24 budget with £189.2m allocated

ISSUE: Evidence suggests that safer segregated cycling infrastructure is required to allow and encourage people to cycle more.

ISSUE: COSLA, local authorities and RTPs have been critical that funding is channeled through Sustrans.

Top Lines

- The Scottish Government budget for 2023-24 has confirmed record funding for Active Travel of £189.2 million.
- This includes the Cycling Walking Safer Routes grant of £35 million that goes directly to local authorities on a pro rata basis.
- We are investing in ambitious on and off-road segregated walking and cycling routes, safer junctions and improved design of place. This is because public feedback and evidence shows speed and volume of traffic deters people from walking and cycling.
- Programme for Government of 2021 committed that at least £320 million, or 10% of the total transport budget, will go on active travel by 2024-25.
- An Active Travel Transformation Project has been considering how best to ensure the delivery model for active travel can evolve to match the policy ambition and the significant increase in budget from 2024-25.
- The record budget for 2023-24 includes a £20 million Transformation Programme, that is intended to enable transformative delivery at pace and scale; successful applicants have been advised in May 2023.
- In 2023-24, through our established programmes, including Cycling and Walking Safer Routes, Places for Everyone and the National Cycle Network, we will continue to support infrastructure projects that contribute to the transformation of our towns, cities and villages and the delivery of our 2030 vision for place and people-focussed communities that enable active travel modes to be the default choice for daily journeys.

We are making major investments in on and off road segregated routes

- In 2022-23, over £52 million of the Active Travel capital budget was allocated in grant funding to Sustrans for the Places for Everyone infrastructure programme.
- Approximately 200 active travel infrastructure projects are in train nationally within Places for Everyone, with agreed funding of over £161 million between now and April 2026.

- Recently completed schemes include the Stockingfield and Sighthill Bridges in Glasgow that both provide vital walking and cycling routes, as well as important Community connections across canal and road barriers.
- Our two largest local authorities, Glasgow City Council and City of Edinburgh Council, have projects underway with funding totalling over £38 million and £49 million of TS funding respectively.
- Since 2010, the Community Links and Places for Everyone programme has delivered around 415 miles of walking and cycling paths, of which around 270 miles is completely new infrastructure.
- We have more than doubled investment in extending and improving the National Cycle Network (NCN) to almost £14m in 2023-24 compared to 2021-22; this is an important network for both everyday journeys and tourism.
- The NCN in Scotland is approximately 1,700 miles with a further 43 km of new and improved routes constructed in 2022-23
- The NCN carries 104 million trips per annum spread equally by people travelling by foot or bike, generating £239 million per year for the Scottish economy.

We do not underestimate the scale of the change that needs to take place

- We are working with local authorities to design and build active travel infrastructure to high standards and as quickly as possible.
- There are delivery challenges in this and for various reasons, including minimising disruption to bus services, supply chain issues and managing public objections, timescales are stretching as schemes become bigger and more ambitious.
- We are working closely with local authorities to overcome barriers and minimise the timescales for delivery whilst ensuring that the infrastructure delivered is safe and of high quality.
- This includes through our delivery partners, such as Sustrans, ensuring that local authorities also get other support they need in the form of technical advice and embedded infrastructure delivery specialists where required.

We are maximising both quality and funding by funding projects through Sustrans

- Channelling funding through Sustrans enables us to raise the ambition of local authorities and other partners and to maximise the benefit of the active travel budget by attracting match funding.
- And local authorities are provided with expertise and support to enable them to consult, design and build high quality infrastructure with consistent standards across Scotland.

We are investing in other infrastructure and in behaviour change to ensure routes are used

- We are continuing to fund the Ian Findlay Paths Fund with £1.8m in 2023-24. The fund is managed by Paths for All and named in memory of Ian Findlay, their former Chief Officer who sadly passed away suddenly in March 2021, and was a great advocate for active travel.
- This fund supports small, local projects to make improvements to existing path infrastructure and make connections where there are gaps in local path networks and opened in July 2022.

- To make walking and cycling a more realistic choice for all, we are investing in projects to provide clear signage, cycle parking and facilities at workplaces, schools, campuses and in communities.
- In 2019 we launched the Social Housing Fund for improved Walking and Cycling Facilities to encourage active travel within communities, particularly those in areas of multiple deprivation; this project is receiving funding of £900,000 in 2023-24.
- In addition Transport Scotland invests in walking and cycling infrastructure as part of its major capital projects such as trunk roads, rail, canals and ferries; a further £6.5 million is invested in active travel projects to support safety improvements on our Trunk Roads in 2023-24.
- Infrastructure projects have behaviour change programmes incorporated as and where needed. For example, cycle training in nearby schools, led rides and cycle training for the wider community to make them familiar with the new cycle routes.
- The transformation of active travel delivery can only be fully realised with support from our delivery partners across both infrastructure and behaviour change projects, given the close relationship between the two.

How many people are walking and cycling in Scotland?

- Walking is the second most popular mode of transport, at 30% of all journeys.
- Scotland's National Performance Framework includes a 'Journeys by Active Travel' National Indicator, which monitors the proportion of short journeys that are made by the two main active travel modes: walking and cycling.
- This found that 56.2% of journeys under two miles were on foot and 2.8% of journeys under five miles were by bicycle.
- Car access increased with household income, as did the number of cars available per household. Fifty per cent of households with an annual income up to £10,000 had access to one or more cars, compared to 97% of households with an annual income of more than £50,000.

ACTIVE TRAVEL TRANSFORMATION FUND**ISSUE:**

- A new £20m Transformation Fund recently closed for applications, with a primary aim to support the delivery in 2023/24 of eligible construction-ready, ambitious AT schemes at pace and scale.
- The Fund sees Transport Scotland assume responsibility for authorising funding and programme management in a much more direct partnership model than previous.
- The approach to the Transformation Fund puts into practice for 2023/24 our theory of what transformation needs to look like for 2024/25 in a pragmatic and enabling manner

- As a secondary aim, the Fund will also support partners to progress towards successful applications in future years. This will help to ensure that a wider pipeline of projects is being developed ahead of the budget commitment for 2024/25.
- The response to the Fund has been very encouraging, with applications totalling £105m for activity in 23/24.
- Equally encouraging in these returns is the longer-term pipeline of projects which they illustrate, and totalling over £675m.
- Assessment of applications by our independent consultant is now complete. Scrutiny to date provides confidence in our approach and that the Fund outcomes align with our wider measures of success for Active Travel Transformation: for high quality AT infrastructure delivered at increased pace and increased scale, and a reduction in the barriers/ obstacles to progress.
- Approximately 10% of this Fund will be used to support design work for infrastructure, ensuring a steady supply of construction ready projects for 2024/25 onwards.

Successful Bids

Partner	2023-24 Construction Ready Projects	Bid Value (£,000)	Project Type
The City of Edinburgh Council	Picardy Place Public Space	3,338	Cycleways, footway improvements, public realm.
	Tram Safety Improvements at Haymarket Junction	167	Cycle safety, traffic signals.
	City Centre West East Link (CCWEL) - Melville Crescent	2,100	Cycleways, footway improvements, public realm.
Glasgow City Council	Pitt Street	500	Cycleways, footway improvements, crossings, public realm.
	Connecting Battlefield - Accelerated delivery of first section to extend South City Way to New Victoria Hospital	2,500	Cycleways, crossings, footway improvements, bus stop improvements.
	North East Active Travel Route (NEATR)	1,000	Active travel connections, crossings.

Partner	2023-24 Construction Ready Projects	Bid Value (£,000)	Project Type
Renfrewshire Council	North Renfrewshire Active Travel (Phase 3 - Red Smiddy Roundabout to Southolm Roundabout Erskine and Park Mains High School Footbridge on A726)	516	Cycleways, footway improvements.
	AMIDS South - Gallowhill	827	Active travel links.
	Hawkhead Estate to Seedhill Road active travel link	200	Active travel links.
	Paisley to Renfrew Active Travel Route	500	Active travel links.
North Lanarkshire Council	Motherwell Station Active Travel Links Phase 1c	520	Active travel links.
	Alexander Street, Wishaw - Active Travel Improvements	630	Active travel links.
	A73 Carlisle Road, Airdrie, Active Travel Improvements	600	Active travel links, better crossings.
Stirling Council	Cowie to Bannockburn Footpath	300	New footway.
	Smiddy Path (part of Aberfoyle to Stirling route)	140	Active travel links.
	Fallin to Stirling NCN Improvements	340	New access points, better surfaces.
	Aberfoyle Safe & Resilient Route to School	200	New footpath.
	Carbeth West Highland Way Improvements	50	New footpath.
	Core path and major walking route upgrades	50	Core path improvements.
	Accessible Barriers Programme	20	Barrier removal.
East Renfrewshire Council	A77 Active Corridor – Phase 2	950	Cycleways, footway improvements.
Cairngorms NPA	Dulnain Bridge to Grantown on Spey NMU	630	Active travel links.
The Highland Council	Beauly to Inverness (Phase 2)	600	Active travel link.
Scottish Borders Council	Eddleston to Midlothian Phase 2	600	Multiuse path extension.
Comhairle nan Eilean Siar	Willowglen – Active travel accessibility Improvements	70	Traffic calming, crossings.
(Western Isles Council)	North Street – Active Travel Continuity Project	50	New footway.
	Habost Phase 3 Final Section – Active travel Pedestrian Pathway	175	New footpath.

Partner	2023-24 Construction Ready Projects	Bid Value (£,000)	Project Type
	UHI Outer Hebrides – Active travel accessibility Improvement	90	Traffic calming, new footpath.
Shetland Islands Council	Baltasound Leisure Centre	15	New footpath.
	Moorfield Ring Road, Brae	55	New footpath.
	A970 South Road Roundabout	21	New footpath.
	Gardentown Road, Symbister	16	New footpath.
	A970 Gulberwick Heatherly Park	56	New footpath.
	A970 Gulberwick Hillside	79	New footpath.
East Dunbartonshire Council	Regent Gardens Kirkintilloch Town Centre Links Project	200	Traffic calming, public realm.
West Dunbartonshire Council	Kilbowie Rd Clydebank	100	Cycleway
Clackmannanshire Council	Alva to Menstrie – (Alva Academy Link) Phase 2	1,660	Active travel link.
		£19,865	

Fund development

- The Fund was developed in partnership with roads authorities, SCOTS, Sustrans and informed through engagement with officials in England and Ireland, who are undergoing similar processes.
- The Fund is underpinned by the principles which guide investment decisions, which include;
 - Modal shift through infrastructure, achieved at pace and scale,
 - Prioritisation for those who are willing and able to credibly deliver,
 - Simplified application and review processes, with iterative annual improvements,
 - Provision of a clear pathway to collective improvement of delivery across all of Scotland.

Fund Requirements and partner assessment

- In developing the fund, we assessed delivery partners and their respective projects in order to ensure the Project principles were met

- We have ensured that projects are being built in places with strong local leadership and are underpinned through the alignment of local and national strategies and policies.
- We have listened to feedback from delivery partners, who told us that removing match funding requirements can unlock greater delivery, particularly for smaller local authorities.
- We have also been clear that complex multi-year projects will be prioritised for funding in future years, supporting the construction of ambitious infrastructure schemes.

Projects and Outcomes

- The evidence base is clear that high quality safe segregated cycling infrastructure is the key measure that must be implemented if Scotland's cycling mode share is to increase, therefore a greater volume of high-quality segregated infrastructure, delivered more quickly, is the key outcome for the Fund.
- The evidence is clear that even among the best resourced delivery bodies in Scotland, there is a shortfall between our ambition and our ability to deliver.
- This Fund will therefore deliver infrastructure at an accelerated pace and increased scale and contribute to the development of more integrated network plans (rather than considering routes on a piecemeal basis) and help to develop a more coherent long-term pipeline.
- The programme of projects to be funded through the Fund will deliver a diverse range of schemes across Scotland in both urban and rural contexts, including projects in Edinburgh, Glasgow and Renfrewshire covering urban and suburban locations; Scottish Borders, Stirling and Cairngorms NPA covering mainland rural locations; and schemes across the Islands in Western Isles and Shetland.
- By providing more safe, segregated infrastructure, these projects will help to address the key barrier to greater modal shift towards active travel. The evidence base is clear that such a shift will not happen without these types of infrastructure.
- A number of these projects will also reduce inequalities in a number of the most deprived areas in Scotland across Clydebank, North Lanarkshire and the Northeast of Glasgow.
- Additionally, they will contribute to strategic connectivity and network development in both urban and rural contexts such as the A77 corridor in East Renfrewshire, Connecting Battlefield (Glasgow), Beauly to Inverness Phase 2 (Highland) and the Aberfoyle to Stirling Route (Stirling).
- These projects will benefit a range of users, as many of these projects will provide better links to schools, community facilities and employment areas such as in Clackmannanshire, Shetland, the Western Isles, and Renfrewshire

ANNEX I

ACTIVE TRAVEL BEHAVIOUR CHANGE

ISSUE: Evidence suggests that investing in new infrastructure alone will not increase numbers of people walking, wheeling, and cycling.

TOP LINES

- To maximise the return on our record investment in active travel infrastructure, we must ensure that people are supported to have the opportunity, capability and motivation to use it.
- Ensuring that people can walk, wheel and cycle safely is an important element in our drive to making our transport more sustainable and helping us meet our climate change targets.
- Evidence is clear that the most effective measures to encourage an uptake in active travel are joined up infrastructure and evidence based behavioural interventions at trigger points in people's lives.
- With over half of journeys we make in Scotland being under 5km, if we choose to walk, wheel or cycle instead of taking the car for these shorter journeys, we'll be playing our part in helping Scotland reach its net zero emissions target.
- We have set out an active travel vision for Scotland, that by 2030, for the benefit of our communities, walking or cycling will be the most popular choice for shorter everyday journeys.
- When combined with our targets to reduce car kilometres by 20% by 2030, phase out the need for new petrol and diesel cars and vans by 2032, and supporting the widespread roll-out of electric car charging infrastructure, together with embedding the Sustainable Travel Hierarchy in our policy decision-making, we will reshape and reduce transport demand, bringing down transport related emissions, and improving public health through active travel.

For 2023/24, we are allocating up to £11.6m to programmes that support people to travel more actively through behaviour change initiatives.

- This builds on our investment in 2022/23 where we improved and expanded work on programmes in several areas, such as increasing the uptake of child and adult cycle training, increasing the number of children supported to walk to school, and working with workplaces and communities to improving knowledge and capacity at all levels.
- We will continue to invest in evidenced solutions which provide real journey options and can be adapted to suit all locations, needs, and lifestyles.
- By continuing to provide viable alternatives to single-occupancy car journeys, we will help make our villages, towns, and cities even better places to live, work, and enjoy.

- For example, we will continue to work with Living Streets to deliver the impactful Walk Once a Week programme. In 2022/23, this programme saw a record 160 primary schools encourage pupils to walk to school.
- An external evaluation of the programme in September 2020 showed that it remained one of the most effective active travel behaviour change interventions - delivering a 5-10% percentage increase in active travel from national averages.
- We will maintain the £5m Smarter Choices, Smarter Places Open Fund, providing up to £100,000 to local projects that deliver evidenced based behaviour change interventions.
- We have continued to support the TravelKnowHow Programme to create, implement and evaluate sustainable and active travel planning in workplaces. This will enable employers and employees to make the most of the walking and cycling infrastructure for sustainable commutes.

We have launched the £1.5m Smarter Choices, Smarter Places Active Nation Fund in 2023/24

- I am excited today to support Paths for All in the launch of the new Active Nation Fund, furthering our ambition to create a nation that travel actively as a first choice.
- The fund aims to encourage people to drive less and to walk, wheel or cycle as part of their everyday short journeys, in an attempt to cut Scotland's carbon emissions and improve air quality. It will also help contribute to reversing the trend of inactive lifestyles by tackling health inequalities throughout the country.
- Up to £200,000 will be available to public, third and community-sector organisations for individual match-funded projects that have created evidenced active travel behaviour change in their local communities to pilot scaling up to multi-regional or national approaches.
- Funding is available for 50% of the total project cost and 25% of the total project cost can be in-kind contributions such as volunteer hours.
- The Smarter Choices, Smarter Places programme on the whole supports public, third and community-sector organisations across the country to deliver active and sustainable projects, as well as supporting every local authority in Scotland to encourage more journeys by foot, bike and public transport.

We will invest £3.9 million in the UCI Cycling World Championships to maximise the long term impact from the games:

Cycling UK – Rural Connections (£1m)

- Rural Connections enables individuals in rural communities to walk, wheel and cycle, for everyday journeys, leisure and adventure. It offers loans and try-out sessions with standard and electric bikes, non-standard cycles and accessories to

build confidence and cycling skills. Access to bike shops with a wider range of cycle styles can be more limited in rural areas. Cycling UK also manage Cycling Without Age through this programme, who focus on assisting elderly individuals to get back to or to start cycling, and build their confidence in doing so. This investment will target communities that would otherwise be distanced from World Championship activities and will continue to support increased participation after the games

Scottish Cycling – Rock Up and Ride (£900K)

- The Rock Up and Ride scheme has been set up to inspire people to start cycling or to cycle more, bringing benefits for individuals and communities as a result. They aim to improve the physical health of individuals, increase rates of cycling among groups that are underrepresented, and increase opportunities for young people and children to access bikes. They are also looking to reduce barriers to cycling through stakeholder working and to ensure coherence across the cycling landscape and support equality, diversity and inclusion across cycling. Whilst working on all of these aims, they will consider ways of improving the cycling infrastructure across the country. We will capitalise on the interest generated from the UCI World Championships and lay the foundation for lifelong cycling and the benefits this brings.

ScotRail – Rail Investment (£2m)

- This investment is being provided to ScotRail to update liveries across the fleet to make boarding easier for passengers with cycles during the games. It will also fund improvements to facilities for the storage and maintenance of bicycles within stations. This includes on train cycle storage across all fleets (except the 153 Highland Explorer). Changes within stations include things such as cycle lockers removal/replacement, cycle parking improvements, up to 3 cycle hub locations, cycle repair and maintenance stands and cycle hire facilities (supported by a stakeholder or third party). Cycle ramps and improved non-step access should also be considered as part of this funding.

The UCI Cycling World championships will be a unique platform for Scotland, and put us in a privileged position as the first ever hosts, to not only showcase elite cycling, but create opportunities for new everyday cycling participation.

- We want to reflect community desire for change and improvements. We will look to capture local voices – identifying and putting forward case studies that show how AT can support a healthier and happier lifestyle, making things easier for people while at the same time saving money. We won't shy away from the fact that more needs to be done on infrastructure to improve safety and to make AT the natural choice for shorter everyday journeys.
- Scotland will be placed in a unique position in 2023 – after being selected as the first every country to host the UCI Cycling World Championships. The event will see elite athletes from across the globe compete over 11 days of action, in 13 championships across 7 disciplines of the sport. We will maximise the benefits of the event coming to Scotland by ensure that it is not just cycling fans, or sport participants that are engaged with the event. As part of Active Travel legacy investment we have supported three national organisations to enhance the experience of the event by creating

opportunities for individuals and communities to participate in everyday cycling, not just during the event but long after the event is complete. Our aim is that the legacy of the event in Scotland will be an increase in the number of people who choose to use cycling for everyday shorter journeys, such as going to the shops, riding to school or work, and socialising. This in turn will contribute to our vision of a 20% reduction in car Km by 2030, and provide the improve the health and wellbeing benefits that cycling brings.

- CyclingUK have develop a programme of community engagement, focusing on rural areas of Scotland that may not see a significant impact of the championships. They will engage directly with community organisations and individuals to promote the benefits of cycling, assisting communities to make change that will encourage people to consider cycling within a cycle friendly neighbourhood. Scottish Cycling will expand on their cycling participation programme to ensure that those young people who cannot access a cycle or participate due to financial barriers, are giving the opportunity to take part, with cycling skills activities at pump tracks and cycle centres. Scotrail will improve cycling provision both on train and at stations, ensuring that once that championships have left, people still have the facilities they need to cycle as part of a multi-modal journey.

The Scottish Government, Transport Scotland and the UCI CWC Plc as event organisers for the Cycling World Championships are aware of the threat of possible strike action during event time

- When developing a major event, scenario planning is used to mitigate against both foreseen and unexpected issues. We have noted that there is a threat of industrial action taking place during event time at Glasgow Airport and with Local Authorities. These considerations will be part of our overall event planning, particularly for transportation of both competitors and spectators.

The Ambassador for Active Travel broadened and deepened the conversation on Active Travel in 2022/23

- Lee Craigie will complete her term as the Ambassador for Active Travel in September 2023.
- This follows a three-year term as Scotland's first 'Active Nation Commissioner', where she published her Final Report with recommendations for Government on 1 June 2022.
- Her objective is to provide a strong, trusted and impartial voice to take a lead on broadening and deepening the public conversation on active travel. While an increase in active travel will positively impact our health, wealth and climate, of these three benefits, she will focus her attention on how our physical and emotional health stands to gain from embracing active travel measures.
- We are grateful for the contributions Lee has made so far to the active travel agenda, and the passionate, thoughtful, and holistic approach that she takes. The Ambassador continues to provide independent and robust challenge to

Government.

- I thank her for her contribution to the Free Bikes evaluations, working with young people and those from poorly represented communities who might benefit the most from having access to a bike. This empowered them to provide evidence that has been key in evaluating the Free Bikes Pilots. This has ensured that policy makers can co-create solutions that are fit for purpose.
- The Ambassador has broadened conversations and opened up space to engage on the ambition for Active Travel through supporting our Transformation Project to consider how we deliver infrastructure in 2024/25, as well as engaging with range of organisations to connect them and create opportunities for collaboration.
- I welcomed the opportunity to speak with Lee as part of her 'Moving Conversations' Podcast series to discuss my personal experiences of how travelling actively has enriched and changed my life for the better. It is important to give space to discuss the barriers and the benefits associated with walking, wheeling and cycling and to hear what a range of guests have to say.
- The Ambassador will continue to support Scottish Cycling to amplify their programmes ahead of the UCI Cycling World Championships in August 2023, driving up inclusive involvement in active travel and cycling by showing that cycling is for all, not just the elite.

ANNEX J

FREE BIKES COMMITMENT

Top Lines

- To encourage our youngest citizens to participate in Active Travel, we committed to provide access to free bikes for all Children of school age who cannot afford them.
- We met our 100 days commitment by launching 6 pilots on 17 August 2021, followed by a further 3 in the latter half of 2021.
- These have initially run for 12 months and benefited 2600 school age children with the spread of targeted groups following the trend of relative poverty.
- The pilots have tested delivery models to inform the design of a national rollout, their output has been independently evaluated to inform future policy development
- In April 2023 we supported a partnership programme led by Cycling Scotland, to continue delivering free bikes to young people throughout Scotland, the investment is valued at £950,000.
- The programme is inclusive of non-standard and adapted bikes and cover a range of urban, rural and island locations.

The benefits of increasing access to bikes for children are numerous. It ensures equality of opportunity in building life skills, confidence, independence and embeds healthy and sustainable travel choices.

- During the pilot period we tested the practical delivery of the policy, including how to identify those children who need a bike, the different models of sourcing and distributing the bikes and the wrap around support needed.
- A variety of models have been tested, including bike libraries and shared ownership models which support a circular economy approach. The pilots have been closely evaluated to help refine the best models of localised delivery.
- Pilots took place across a range of island, rural and urban communities including North East Glasgow, Angus, Shetland, Arran, Central and South Scotland. Activity has been reported in 20 out of 32 local authorities through the ten pilots.
- Learning from the pilot period suggested that demand for access to a bike for Families with a Disabled child was higher than expected. With 29% of this group experiencing relative poverty, pilots have a requirement to consider non-standard Bike provision along with standard cycles.

The qualifying criteria for the final scheme has been informed by the pilot period. Baseline work has looked at a range of child poverty measures that would impact on the eligibility criteria, cost and capacity of a policy rollout.

- Baseline work estimates that between 100,000 and 160,000 school aged children would be considered for a free bikes under poverty measures monitored by the Scottish Government.
- It is envisaged that a full rollout covering 100% of young people in this group, would require a significant investment, and may impact the cycle supply chain in Scotland. The Free Bikes Pilot board made a recommendation that pilots consider an investment of £300-£500 per bike. Evidence suggests that this level investment provides a quality of bike that can be reconditioned and used for a significant number of years.

The Programme will consider sustainability aspects for both the environmental impact and the effect on the supply and demand of bikes in Scotland

- It is recognised that introducing a significant number of new bikes into Scotland each year will impact on both cycle waste and the supply and demand of Bikes in Scotland
- The programme includes links to Circular Scotland and will explored how best to address this through a re-cycle model that will see bikes in the scheme re-used throughout their lifecycle
- Further to this, we have undertaken Scotland's first Adaptive Bike Share Survey – with over 300 responses received. This survey will help our continued work with delivery partners and disability groups to make bike travel an easy choice for everyone who wants it.

The child poverty delivery plan 2018-2022 recognises transport as a key lever of poverty and child poverty through its impact on household income access to employment, education, goods and services

- It is envisaged that over the 12 month pilot period, that further evidence will be demonstrated on the economic and social benefits of young people travelling independently on bikes.
- The Poverty Alliance have previously noted the important role that transport plays in accessing education, employment, and training . All points were noted as

being critical for households as a means of escaping poverty, as well as for general wellbeing.

- As part of the policy development for the commitment we supported YoungScot are part of a co-design programme, their findings were presented in April 2023.

ANNEX K

CYCLE FRAMEWORK FOR ACTIVE TRAVEL

ISSUE: The Cycling Action Plan for Scotland (CAPS) expired at the end of 2020. In a statement to Parliament on 18 June 2019 the Cabinet Secretary for Transport, Infrastructure and Connectivity announced that in place of CAPS, a new Strategic Cycling Framework would be developed which would be “a key measure to drive forward active travel policy”. The new Cycling Framework for Active Travel was published in March 2023

Cycling Action Plan for Scotland (CAPS)

- In 2019, Transport Scotland commissioned Cycling Scotland to produce a review of the Cycling Action Plan for Scotland (CAPS) 2017-20. The review was submitted in February 2020 however further work was put on hold due to the need to prioritise the Scottish Government Covid-19 emergency response.
- Transport Scotland officials published the new Cycling Framework for Active Travel in March 2023. The new framework was developed in consultation with key partners including local authorities, Sustrans and Cycling Scotland.

Cycling Framework for Active Travel

- The new Cycling Framework for Active Travel supports the 2030 Active Travel Vision – where walking, wheeling and cycling is the most popular mode of transport for shorter everyday journeys. It will shape how government, councils and active travel organisations deliver improvements.
- Developed in partnership with Cycling Scotland, Sustrans, local authorities and following extensive public consultation, the shared delivery plan actions will remove barriers to cycling across the country and transform our communities into healthier and happier places to live, work in and visit.
- Although focused on everyday cycling as an essential element of a sustainable transport network, the new framework takes account of the extensive policy links across Government and society including on Climate Change, Placemaking, Health and Wellbeing, and cycling for sport, leisure and tourism.

How will the new cycling framework differ from CAPS?

- The 2019 independent review of CAPS was a wide ranging review of the strategic picture around every day cycling in Scotland with a particular focus on CAPS. The review contained a number of recommendations for what should come next, drawing on the lessons learned from CAPS from 2010-2020. This document was key in informing the development of the new framework.

CAPS expired in 2020, why did it take so long to publish its replacement?

- The project was originally planned to start in 2020 but was delayed due to the reprioritisation of resource with the Scottish Government to respond to the COVID-19 pandemic.

ROAD SAFETY

24 May 2023: Key Reported Road Casualties Scotland 2022 published.

- The number of casualties killed in road collisions is the highest since 2016. The serious and slight casualty figures for 2022 are the highest since 2019, before the pandemic.
- Were 5,587 road casualties reported in 2022. Of these, there were 174 fatalities; 1,759 people seriously injured and 3,654 people were slightly injured.
- Since 2021, the number of fatalities has increased by 33 to 174. This is the highest figure since 2016. The total number of casualties has risen by 9% from 2021 but is the third lowest figure since annual records began in 1950.
- The longer term trend for road casualties in Scotland has been downward. Since 2000, the number of people killed has decreased by 47%.

26 May 2023: The Glasgow Times report that more lives have been lost on Glasgow's road in the first 6 months of 2023 than for the whole of 2022

- Since this article was published, 2 pedestrians and a cyclists were killed, taking the total to 11 deaths, compared to seven for 2022, nine in 2021 and 14 in 2020.

I want to express my sympathies to everyone who has been affected by the loss of a loved one, and to anyone who has been injured, on our roads.

- Any increase in road deaths and injuries is deeply concerning. Behind every number in yesterday's statistics is a loved one who is now tragically no longer with us or a life changed forever.
- To see lives cut short in this way is deeply unfair and I refuse to accept that road casualties are in some way inevitable – they are avoidable and can be stopped. One death on our roads is simply one too many.
- The recent accidents on the A9, and elsewhere on the road network, are tragic. Where Police investigations are ongoing, it would not be appropriate to comment on them at this time.
- Although we have almost halved the number of people killed on our roads since 2000, that will of course mean very little to those who have sadly lost friends and loved ones in tragic circumstances.

The Scottish Government is committed to achieving safer and more sustainable road travel in Scotland now and in the future.

- Road safety remains an absolute priority for my government - we are determined to have the best road safety performance in the world by 2030 and have an ambitious long term goal where no-one is seriously injured or killed on our roads by 2050.

The Trunk Road network across Scotland is subject to annual review of its safety, with targeted interventions made where these are likely to have the greatest benefits in terms of casualty reduction.

- Local Authorities are of course responsible for the safety of their own roads and invest in road safety measures on their networks too.

The latest statistics show that overall road casualties have increased this year. Though an increase in casualty figures was to be expected following record lows observed in 2020 and 2021 during which car trips were fewer due to travel restrictions, this is nonetheless concerning.

We are making progress against the targets included in the 2030 road safety framework but there is work to do

- Compared with the 2014-2018 baseline used in the framework, to date we have already observed:
 - a 17% reduction in child fatalities – target 60%
 - a 34% reduction in child serious injuries – target 60%
 - a 37% reduction in serious injuries – target 50%
- The total number of casualties has risen by 9% from 2021 but is the third lowest figure since annual records began in 1950.

Walking and Cycling Casualties

- There were 904 pedestrian casualties recorded in 2022, one in seven of all casualties (16%: 904 out of 5,587) and up by 134 (17%) since 2021.
- Four per cent of pedestrian casualties were killed (a decrease of 4, to 34 out of 904) and 40% seriously injured (362 out of 904). (In addition to people walking, this category includes people riding toy cycles on the footway, people pushing bicycles, occupants of prams or wheelchairs, and people who alight safely from vehicles and are subsequently injured.)
- Pedal cycle casualty numbers in 2022 decreased by 7%. There were 478 pedal cyclist casualties recorded in 2022, and 2 died (8 fatalities fewer than in 2021).
- In 2021, on-road cycle traffic decreased by 27% - traffic estimates available in June will confirm whether the drop in casualties in 2022 is driven by a further drop in on-road cycling.

ROAD SAFETY FUNDING

Separate to the enforcement work undertaken by Police Scotland, and separate to the local action and investment taken by our local authorities, the Scottish Government's 23/24 budget includes over £31m for road safety.

- This will be spent on areas such as our Trunk Road Casualty Reduction Programme, our Road Safety Improvement Fund and in our Safety Camera Programme.

NATIONAL DASHCAM SAFETY PORTAL

- Scotland's [Road Safety Framework to 2030](#) sets out a vision for Scotland to have the best road safety performance in the world by 2030 and an ambitious long-term goal where no one is seriously injured or killed on our roads by 2050.
- The National Dashcam Safety Portal (NDSP) initiative is being led by Police Scotland and has the potential to have a significant and positive impact on driver and road user behaviour and also for road safety outcomes for communities across Scotland.

- The Programme for Government (PfG) 2021-22 stated that we will work alongside Police Scotland to develop an online reporting system that will enable anyone to upload camera footage of dangerous road use. The NDSP initiative, which deals with all matters of careless road use including riding, cycling or walking, is being led by Police Scotland with financial support from the Scottish Government through Scotland's Road Safety Framework Fund.
- The project to introduce a pilot NDSP in Scotland is in the initial business case stage, with Police Scotland currently looking at the internal processing, handling and storage of digital images and how that best fits with current and projected processes. The initial implementation date for the project pilot was indicated as January 2023, however, Police Scotland has now stated that they are reviewing the project's timings as part of their wider planning for 2023/24 and beyond.
- Former Minister for Transport, Ms Gilruth, raised this matter with Police Scotland directly to seek clarity on what steps need to be taken to implement this PfG commitment. In addition, current Minister for Transport, Mr Stewart, raised the NDSP with the relevant Cabinet Secretary for Justice as this cuts across ministerial responsibilities, to see what support can be offered.
- Officials requested a scoping paper from Police Scotland that outlines their programme for delivery, particularly what they are looking to deliver and a detailed timescale. This has now been received and officials will be discussing this further with Police Scotland in the near future.
- Please be assured that all those involved in delivering the NDSP remain committed to implementing this important safety initiative.
- In the meantime, members of the public can visit a police station or contact Police Scotland on the nonemergency number 101 or online to report an incident and an officer will be sent out to retrieve dashcam footage.

ANNEX M

TRANSPORT STRATEGY, STPR2 AND CAR KM REDUCTION

National Transport Strategy

Our National Transport Strategy sets out the vision for a sustainable, inclusive, safe and accessible transport system for all of Scotland.

- The Strategy recognises the different needs of our cities, towns, remote and rural areas and islands – and work is ongoing to deliver the four interconnected priorities of: reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and, improving our health and wellbeing.

- The Strategy embeds the Sustainable Travel Hierarchy and the Sustainable Investment Hierarchy in decision-making, prioritising walking, wheeling, cycling and shared transport options, in preference to single occupancy car use, and the aim to reduce the need to travel unsustainably.

STPR2

We have set out 45 recommendations for future investment in Scotland's strategic transport network in the second Strategic Transport Projects Review, published on 20 January this year.

- The recommendations present a reposition of our transport investment priorities with the focus now being firmly on how transport can help us protect our climate and improve lives.
- We published Phase 1 alongside the 5 year Infrastructure Investment Plan and Capital Spending Review.
- STPR2 will inform the Scottish Government's future spending as part of the overall transport investment programme.
- The STPR2 recommendations support the measures set out last week in our route map to reduce car kilometres by 20% by 2030 and represent a major piece of work by this Government to make all of Scotland more sustainable.
- We are consulting on the draft recommendations has opened a formal 12-week consultation period which closes on the 15 April, with feedback informing the final report to be published later this year.

We have made a commitment to increase our Active Travel spend to 10% of the transport spend, by financial year 2024-25.

- STPR2 provides the rationale and evidence base for our active travel investment.
- To be effective, implementation of STPR2 recommendations would require a partnership approach, principally with the local authorities and Regional Transport Partnerships.

Reducing car kilometres by 20% by 2030

- The commitment set out in the CCPu to reduce car kilometres by 20% by 2030 is truly world-leading, demonstrating our level of ambition in meeting Scotland's statutory targets, but we do not underestimate the challenges associated with delivering this.
- Our draft route map, published in January 2022, was developed in collaboration with CoSLA, and sets out how we will reduce car kilometres by 20% by 2030
- Following a public consultation, Transport Scotland is currently working with local authority partners to prepare a final post-consultation version of the route map for publication later this year, and are developing a toolkit to aid local authorities and partners to deliver car reduction in their area.
- Local interventions will play a key role in supporting the transformation, including measures such as road space reallocation, parking measures, and joining up transport, planning, and land use decision making.
- This is a national ambition – it does not mean car use in rural and remote areas is expected to drop at the same rate as towns and cities. It will obviously require

geographical variations as more rural areas tend to rely more heavily on private car use and have less access to public and shared transport options.

- The principle of a just transition is at the heart of the route map, which will support our work to tackle inequalities and child poverty.
- The route map contains over 30 interventions. Some of these are being delivered in the short-term, including providing free bus travel for under-22s and our Broadband Programme which provides superfast broadband access for 100% of premises.
- Other actions will take longer, and some will also be more challenging than others, and will need a mix of infrastructure, incentivisation and regulatory actions.
- We commissioned research exploring equitable options for demand management to discourage car use. This will inform the development of our own policy measures, and also possible reforms of reserved motoring taxes.
- The most direct levers on the cost of buying or running a petrol or diesel car – fuel duty and vehicle excise duty – are reserved.
- The recent rises in the cost of motoring underline the unfairness of the current, regressive motoring tax regime. We will continue to press the UK Government for a fair and progressive future transport tax system that better incentivises the transition to zero-emission vehicles, reduces unnecessary journeys and raises revenues to fund policies to support a shift to more sustainable travel.

ANNEX N

ISSUE 1 June: Glasgow City Council's low emission zone came into force.

31 May Daily Mail (Scotland) report a late legal bid to halt Glasgow's LEZ before enforcement starting June 1.

25 May: Reports that a food kitchen, that serves free meals to hundreds of people, has been refused LEZ exemption by Glasgow City Council.

LOW EMISSION ZONES

TOP LINES

Low Emission Zones (LEZ) are key to improving air quality, protecting public health, and encouraging more sustainable transport options.

- The Scottish Government is committed to tackling air pollution through the introduction of LEZs in Aberdeen, Dundee, Edinburgh and Glasgow to improve air quality and protect public health.
- The introduction of LEZs ensures that all of us, but particularly the oldest, youngest and those with pre-existing medical conditions are protected from the harmful impacts of poor air quality in our city centres.

Glasgow City Council is responsible for enforcement of the LEZ, including the setting of grace periods and granting of local time limited exemptions if appropriate.

- There are a limited number of national LEZ exemptions, such as emergency vehicles, military vehicles etc. set within the LEZ legislation

- The legislation also allows the enforcing local authority to grant additional local time limited exemptions of up to one year to suit local circumstances as they consider appropriate.
- The application process for time limited exemptions in Glasgow is published on the Glasgow City Council website.
- Any business or organisation can apply to the city council for consideration of a temporary exemption including charities and the third sector.
- Glasgow City Council has granted a further year exemption for taxis that runs until 31 May 2024.
- Glasgow City Council have now granted a 2 month exemption means Homeless Project Scotland will be able to use their current vehicle for two months while work is carried out on its new LEZ-compliant van.

To support lower income households and small businesses get prepared, the LEZ Support Fund offered financial support towards the disposal of non-LEZ compliant vehicles.

- In 2020/21 the LEZ Support Fund awarded £1.7m in grants, £3.85m in 2021/22.
- £5m was awarded through the LEZ Support Fund in 2022/23. This fund has now closed, however those eligible are encouraged to register their interest on the Energy Savings Trust's website for future rounds of funding.
- To date, the LEZ Support Fund has resulted in over 2,500 non-LEZ compliant vehicles being disposed of or retrofitted with cleaner technology.

A petition for judicial review was lodged on 30 May, seeking review of the Glasgow City Council Low Emission Zone scheme.

On 31 May the court refused an interim suspension application made by a local accident repair centre. Glasgow City Council will vigorously defend any further legal challenge

BACKGROUND NOTE FOR S6T-01421

(To be completed as necessary with any additional information)

- Due to the eleventh-hour intervention by the UK government to change the parameters of Scotland's deposit return scheme – both to remove glass from the scheme and to add significant uncertainty around essential parts of the scheme: for example the 20p deposit and the costs to producers and fees for retailers – it is clear that Scotland's deposit return scheme in the scope and form passed by this Parliament cannot go ahead as currently planned.
- Over the last 10 days and right now we are urgently establishing to what extent there is a way forward for a modified scheme: its scope, terms and timescales. That crucially depends on whether the UK Government can provide timely, stable and reliable assurances on basic operational matters such as trading standards, the 20p deposit and producer fees. It also depends on to what extent there is industry support for an alternative scheme.
- I am writing to the UK Government today to ask for an urgent discussion about these conditions.
- I will update Parliament at the earliest opportunity with the outcome of these actions and what that means for Scotland's deposit return scheme going forward.

[Redacted]

Background Note**FUTURE OF SCOTLAND'S DRS**

- Due to the eleventh hour intervention by the UK government to change the parameters of Scotland's deposit return scheme – both to remove glass from the scheme and to add uncertainty around even basic parts of the scheme: for example the 20p deposit and the costs to producers and fees for retailers, Scotland's deposit return scheme as passed by this Parliament cannot go ahead.
- What we are doing now is urgently establishing whether there is a way forward for an alternative scheme. Whether the UK can provide timely assurances on basic operational matters such as trading standards, the 20p deposit, producer fees and whether industry support an alternative scheme.
- I will give a statement to parliament tomorrow with the outcome of these actions and what that means for Scotland's deposit return scheme going forward.
- Over the next 24hours I will be writing to the UK Government to seek an urgent meeting on interoperability matters, given their track record of delayed decisions, lack of clarity over the handling of VAT and shelf edge labelling, they don't have a good track record of being able to answer operational questions in a timely manner.
- The FM and I will meet with retailers, producers and the hospitality industry tomorrow to listen to their views on whether an alternative Scottish scheme, without glass and with this level of uncertainty around interoperability is viable.
- Industry has said above all else they need certainty, that is what Scottish Government is working to establish and which the UKG has undermined.
- The Scottish Parliament legislated to create a deposit return scheme in May 2020.

- Any changes to the scheme in relation to glass would need to be approved by the Scottish Parliament.

[Redacted]

[Redacted]

CSL LETTER OF 5 JUNE

- We have been working closely with Circularity Scotland and industry to establish the viability of the scheme following the UK Government's last minute intervention.
- While removing glass has significant implications for our scheme, there are additional conditions imposed by the UK Government including agreeing to a cap on deposit levels and registration process.
- These conditions ask us to align with a scheme that doesn't yet exist – creating more uncertainty for business.
- We need our scheme administrator to have the confidence of business, which is why the FM and I will be meeting with businesses tomorrow morning.

ALISTER JACK'S CONDUCT – INCLUDING LS LETTER OF 22 MAY PLUS CLAIMS ON SUNDAY SHOW

- It is extremely disappointing that Alister Jack is playing politics with such an important environmental policy.
- Until his intervention we were working constructively with other parts of the UK government to agree a full exclusion to the Internal Market Act.
- His accusation that glass would be used for aggregate is completely untrue and demonstrates a complete lack of understanding of how DRS operates and indeed, how our wider recycling legislation operates.
- Circularity Scotland, has consistently stated that they have set a target of 90 per cent for the remelting and reuse of glass from the scheme's launch, rising to 95 per cent post-launch.
- It would make no economic sense for a company collecting the waste as part of DRS to turn glass into a lower quality material, such as aggregate, when it can be sold for re-use as a higher quality material, such as new bottles.
- Mr Jack has continually misrepresented the Internal Market Act exclusion process by talking of formal requests when no such requirement exists.
- His own ministerial colleagues even acknowledged that the Scottish Government has followed the agreed process at all times.

ALIGNMENT WITH UK SCHEMES

- We have always been clear that we will continue to work closely with the other UK nations as they establish their deposit return schemes to ensure schemes were aligned as much as possible when they were launched.
- However, the conditions imposed on us by the UK government make that impossible to do.
- We have been asked to align with a scheme that doesn't even exist.
- We have been asked to proceed with our scheme, without glass, but also ensure there is consistency of bar codes and logos across all schemes. Schemes that do not exist and are not even at the planning stage.

COMPENSATION

- We are grateful to all businesses for the investment they have made in preparing for DRS and we remain committed to the delivery of a successful Deposit Return Scheme.
- We are looking very seriously at where this leaves the viability of the Scottish scheme and talking to businesses, delivery partners and other organisations over the coming days and weeks.
- I intend to provide an update to parliament as soon as possible

UNDERMINING DEVOLUTION

- The UK government's decision undermines the right of this parliament to pass and deliver regulations in clearly devolved areas.
- The Scottish Parliament approved the Deposit and Return Scheme for Scotland Regulations in 2020 – before the introduction of the Internal Market Act. The Regulations are wholly within devolved competence.
- The problem at the heart of this issue is the UK Government's hugely damaging Internal Market Act.

- The Internal Market Act radically undermines the powers of the Scottish Parliament, which is why this Parliament voted to withhold consent to it in 2020.

A SCOTTISH PILOT

- The UK Government says it wants Scotland to act as a pilot for DRS. It is not the intention of devolution that devolved nations simply act as a path-finders before the UK as a whole does it “properly”.
- Nevertheless, it is true that Scotland is very far ahead of UKG in developing the thinking and detail that turns plans into realities.
- There is much that other parts of the UK can learn and adopt from Scotland. Indeed the path to there being deposit return facilities available across the UK is swiftest and easiest if Scotland is able to proceed as this Parliament planned.
- So to use the language of the UKG what would a Scottish pilot look like? It would mean recognising that in core matters such as regulations, administrative set up, fees and budgets, logistics, contracts and much else besides Scotland has done much of the work.
- It would see the Scottish scheme given a fair wind to proceed as planned and on the basis on which it has evolved. It would allow for changes to the way it works in light of learning and experience. But in this version, a good faith version, it would rule out changes mid- course, without agreement and without being based on experience to date.
- That is not what we have been offered it seems. We have been offered inter-operability, but not as a shared, mutually agreed partnership approach. Scotland (and Wales) have been told that in matters of alignment there is one line that matters – that of England’s.
- That is not a pilot. It is a shifting of goal-posts, an undermining of certainty when what is needed is clarity. Is there a will to work more co-operatively? On the part of the UK Govt, it would be nice, but not seeing any evidence so far.

GLASS

Glass is one of the three main materials used to make single-use drinks containers and accounts for more than a quarter of all the containers due to be included in our Deposit Return Scheme.

- To put that into context, the Scottish DRS will include an estimated 560 million containers that reach the Scottish market each year.
- Of the 51 territories and countries operating deposit return schemes, 45 include glass.
- Even the UK Government’s own analysis of deposit return schemes across the UK showed that the social benefits of reduced litter, emissions saved and to the economy are increased by 64% when glass is included (from £3.6bn to £5.9bn).
- Glass is one of the most common items to pollute our beaches and broken glass poses a hazard to the public and wildlife.
- It also poses a threat to local authority, private sector and voluntary clean-up crews. Including it in DRS will help reduce the amount of littered glass.

Environmental groups support the inclusion of glass in DRS and criticised the UKG’s decision to exclude glass from their scheme.

- The Association for the Protection of Rural Scotland: [QUOTE] *“Westminster’s intention to exclude glass from the English system is a backward step...We urge*

the UK Government to follow Scotland's lead and to keep up with Wales by committing to deposit return for glass as well as cans and plastic bottles." [20 Jan 2023]

- Greenpeace: [QUOTE] *"In what kind of world is collecting glass drinks containers not an essential part of a system designed to collect drinks containers?" [20 Jan 2023]*

GATEWAY REVIEWS

- There have been a series of independent Gateway Reviews undertaken throughout the design of the Deposit Return Scheme, with the most recent carried out in March.
- The Scottish Government is considering carefully the recommendations from this review, and will share these and its response with the Net Zero, Energy and Transport Committee soon.
- Gateway Review teams normally speak with 12-15 interviewees including relevant commercial and external stakeholders (e.g. prime contractors and consultants).
- For the latest review, reviewers spoke to 45 people which included CSL, a range of producers, retailers, wholesaler, hospitality representatives, SEPA, Zero Waste Scotland and Scottish Government.

Contact Name: [Redacted]
Ext: [Via Teams]

From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: Tuesday, May 30, 2023 3:20 PM
To: Minister for Green Skills, Circular Economy and Biodiversity
<MinisterforGSCEB@gov.scot>
Subject: RE: Meeting with Ms Slater tomorrow afternoon (31/05)

Hi [Redacted]

Thank you for sending the link which I will share with the team.

Best wishes

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of**
MinisterforGSCEB@gov.scot
Sent: Tuesday, May 30, 2023 2:58 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>;
MinisterforGSCEB@gov.scot
Subject: RE: Meeting with Ms Slater tomorrow afternoon (31/05)

Hi [Redacted]

Thank you for confirming 13:30-14:00, 31 May 2023.

I include a link below to enable access to this meeting.

Apologies, we are unable to issue the invite from the diary, please share the link below with [Redacted] , David and [Redacted] to enable them to join tomorrow.

Microsoft Teams Meeting Informaiton

Many thanks and kind regards

[Redacted] – Assistant Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity – Lorna Slater MSP

Scottish Government | St Andrew's House, Regent Road, Edinburgh EH1 3DG |
Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: 30 May 2023 14:27
To: Minister for Green Skills, Circular Economy and Biodiversity
<MinisterforGSCEB@gov.scot>
Subject: RE: Meeting with Ms Slater tomorrow afternoon (31/05)

Hi [Redacted]

Hope you are well too.

[Redacted] , [Redacted] and [Redacted] are all available tomorrow afternoon at 1.30pm.

Kind regards

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of**
MinisterforGSCEB@gov.scot
Sent: Tuesday, May 30, 2023 1:04 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>
Cc: MinisterforGSCEB@gov.scot
Subject: Meeting with Ms Slater tomorrow afternoon (31/05)

Hi [Redacted]

I hope this email finds you well.

Can I please check if it would be possible for Ms Slater to have a virtual meeting with CSL tomorrow afternoon?

Preferably a 30 minute meeting between 13:30-15:30.

Please let us know if/when the team would be available and I will share joining details.

Many thanks and kind regards

[Redacted] – Assistant Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity – Lorna Slater MSP

Scottish Government | St Andrew's House, Regent Road, Edinburgh EH1 3DG |
Email: MinisterGSCEB@gov.scot

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From: [Redacted] [Redacted] @Circularityscotland.com>
Sent: Tuesday, May 23, 2023 3:57 PM
To: Minister for Green Skills, Circular Economy and Biodiversity
<MinisterforGSCEB@gov.scot>
Subject: RE: Meeting with Ms Slater and MSP - Wednesday 24 May, Scottish Parliament

[Redacted]

Unfortunately, we are unable to free anyone up at such last minute notice so unable to send a Circularity Scotland representative to the meeting tomorrow.

Please pass on our apologies.

Best wishes

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot
Sent: Tuesday, May 23, 2023 3:36 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>
Subject: RE: Meeting with Ms Slater and MSPs - Wednesday 24 May, Scottish Parliament

Thank you [Redacted]

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

Scottish Government | St Andrew's House, Regent Road, Edinburgh EH1 3DG |
Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: 23 May 2023 15:22
To: Minister for Green Skills, Circular Economy and Biodiversity
<MinisterforGSCEB@gov.scot>

Cc: [Redacted] @Circularityscotland.com>

Subject: RE: Meeting with Ms Slater and MSPs - Wednesday 24 May, Scottish Parliament

Hi[Redacted]

I am checking with [Redacted] if she can clear her diary to attend.

Kind regards

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot

Sent: Monday, May 22, 2023 6:44 PM

To: [Redacted] <[Redacted] @Circularityscotland.com>

Cc: MinisterforGSCEB@gov.scot; [Redacted] @Circularityscotland.com>

Subject: Meeting with Ms Slater and MSPs - Wednesday 24 May, Scottish Parliament

Importance: High

Hi [Redacted]

Hope you're well.

Ms Slater will be meeting (in person) SNP MSPs on Wednesday 24 May at the Scottish Parliament at 17:30-18:30 and would welcome someone from CSL being in attendance given they will be asking questions on a range of issues and likely will ask about operational questions about the scheme and possibly on rural and island matters.

My apologies for the short notice – helpful if you can let me know if someone from CSL can attend, asap, please.

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: Thursday, May 18, 2023 2:38 PM
To: Minister for Green Skills, Circular Economy and Biodiversity
<MinisterforGSCEB@gov.scot>
Subject: RE: Circularity Scotland meeting with Ms Lorna Slater at 9am on Tuesday 23 May

Hi [Redacted]

Thank you for confirming.

Kind regards

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of**
MinisterforGSCEB@gov.scot
Sent: Thursday, May 18, 2023 2:34 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>;
MinisterforGSCEB@gov.scot
Subject: RE: Circularity Scotland meeting with Ms Lorna Slater at 9am on Tuesday 23 May

Hi [Redacted]

Thank you for your email.

I can confirm the meeting on the 23 May is an in-person meeting at Parliament.

Many thanks and kind regards

[Redacted] – Assistant Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity – Lorna Slater MSP

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Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: 18 May 2023 14:23
To: Minister for Green Skills, Circular Economy and Biodiversity <MinisterforGSCEB@gov.scot>
Subject: Circularity Scotland meeting with Ms Lorna Slater at 9am on Tuesday 23 May

Hi [Redacted]

Hope you are well.

I would be grateful if you could let me know if the meeting on Tuesday will be in person.

Kind regards

[Redacted]
[Redacted] Executive Assistant to CEO & Board
T: [Redacted]
Website: <https://circularityscotland.com/>
Follow us: LinkedIn & Twitter



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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: Wednesday, April 19, 2023 3:37 PM
To: Minister for Green Skills, Circular Economy and Biodiversity
<MinisterforGSCEB@gov.scot>
Subject: RE: Immediate: Scotland's Deposit Return Scheme – Meeting with Scottish Government Ministers

Hi [Redacted]

They will be attending in person.

[Redacted]
Regards

[Redacted]
From: [Redacted]@gov.scot <[Redacted] @gov.scot> **On Behalf Of**
MinisterforGSCEB@gov.scot
Sent: Wednesday, April 19, 2023 3:35 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>;
MinisterforGSCEB@gov.scot
Subject: RE: Immediate: Scotland's Deposit Return Scheme – Meeting with Scottish Government Ministers

Hi [Redacted]

Thank you for your email.

Will they be attending in person or virtually?

If in person, we will give their names to reception.

Many thanks and kind regards

[Redacted] – Assistant Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity – Lorna Slater MSP

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Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: 19 April 2023 15:21
To: Minister for Green Skills, Circular Economy and Biodiversity2023

<MinisterforGSCEB@gov.scot>

Subject: RE: Immediate: Scotland's Deposit Return Scheme – Meeting with Scottish Government Ministers

Hi [Redacted]

[Redacted], [Redacted] will be attending. I will share the invitation with them.

Thanks

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot

Sent: Wednesday, April 19, 2023 2:56 PM

To: [Redacted] <[Redacted] @Circularityscotland.com>

Cc: [Redacted] @Circularityscotland.com>

Subject: Immediate: Scotland's Deposit Return Scheme – Meeting with Scottish Government Ministers

Importance: High

Good afternoon [Redacted]

Grateful if you can share the invitation below with CSL colleagues, please.

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @gov.scot> **On Behalf Of** Minister for Green Skills, Circular Economy and Biodiversity2023

Sent: 19 April 2023 14:35

To: Minister for Green Skills, Circular Economy and Biodiversity2023

<MinisterforGSCEB@gov.scot>

Subject: Immediate: Scotland's Deposit Return Scheme – Meeting with Scottish Government Ministers

Importance: High

Good afternoon

Please see the invitation below from Lorna Slater MSP, Minister for Green Skills, Circular Economy and Biodiversity:

‘On 18 April 2023, the First Minister announced that Scotland’s Deposit Return Scheme will launch on 1 March 2024. The Scottish Government remains committed to this Scheme as a way to increase recycling, to reduce litter on our streets and on our beaches and help achieve our net zero ambitions.

At the same time, we have heard the concerns of business, particularly about the scheme’s readiness for launch this August.

We will use this additional time to work with businesses, and Circularity Scotland, to address concerns with the scheme and ensure a successful launch next year.

Therefore, I would like to invite you to a meeting with the First Minister and myself, as well as the chief executives and senior managers of other leading businesses and trade associations to discuss how we can work together to ensure the scheme’s success

The meeting will be held from 16:15-17:00 on Thursday 20 April at the Scottish Parliament and my preference is for you to attend in person where possible, however hybrid facilities are available if you are unable to do so.

I would be grateful if you could indicate your availability, and whether or not you will be attending virtually or in person by close today. If you are able to attend in person, please report to reception on arrival (and allow 15 mins to get through security).

LORNA SLATER’

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: Wednesday, April 12, 2023 5:05 PM
To: Minister for Green Skills, Circular Economy and Biodiversity <MinisterforGSCEB@gov.scot>
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 13 April

Thanks [Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot
Sent: Wednesday, April 12, 2023 5:00 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>; MinisterforGSCEB@gov.scot
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 13 April

Hi [Redacted]

Great, thank you – there’s no agenda for the meeting (if that changes officials will share it with you) – Ms Slater looks forward to the meeting and is grateful to [Redacted] and [Redacted] making themselves available at short notice.

Microsoft Teams Meeting Informaiton

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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From: [Redacted] <[Redacted]@Circularityscotland.com>
Sent: 12 April 2023 12:27
To: Minister for Green Skills, Circular Economy and Biodiversity2023 <MinisterforGSCEB@gov.scot>
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 13 April [Redacted]
[Redacted] is available too so will be him and [Redacted] on the call.

Will you send me dial-in details and topic to be covered?

Kind regards

[Redacted]
From: [Redacted]@gov.scot <[Redacted]@gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot
Sent: Wednesday, April 12, 2023 10:54 AM
To: [Redacted] <[Redacted] @Circularityscotland.com>; MinisterforGSCEB@gov.scot
Cc: [Redacted] @Circularityscotland.com>
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 13 April

Hi [Redacted]

Just checking if we can schedule in a meeting (virtually) with Ms Slater tomorrow afternoon at 14:45, please?

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP
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Email: MinisterGSCEB@gov.scot
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From[Redacted] <[Redacted] @Circularityscotland.com>
Sent: 06 April 2023 09:01
To: Minister for Green Skills, Circular Economy and Biodiversity2023 <MinisterforGSCEB@gov.scot>
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 6 April

Thank you for letting me know [Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot
Sent: Thursday, April 6, 2023 8:57 AM
To: [Redacted] <[Redacted] @Circularityscotland.com>; MinisterforGSCEB@gov.scot
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 6 April

Morning [Redacted] – apologies we need to move this meeting, I'll come back to you with an alternative date asap.

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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Email: MinisterGSCEB@gov.scot

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From: [Redacted] <[Redacted] @Circularityscotland.com>
Sent: 05 April 2023 16:47
To: Minister for Green Skills, Circular Economy and Biodiversity2023 <MinisterforGSCEB@gov.scot>
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 6 April

Hi [Redacted]

It will be [Redacted], [Redacted] and [Redacted] that will join from Circularity Scotland.

Is there an agenda?

Thanks for the dial-in details.

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of** MinisterforGSCEB@gov.scot
Sent: Wednesday, April 5, 2023 4:25 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>; MinisterforGSCEB@gov.scot
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 6 April

Thanks so much [Redacted] – the dial in details are below. Our officials from the DRS team will be on the call to support the Minister during the meeting.

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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Email: MinisterGSCEB@gov.scot

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Microsoft Teams Meeting Informaiton

From: [Redacted] <[Redacted]@Circularityscotland.com>
Sent: 05 April 2023 16:20
To: Minister for Green Skills, Circular Economy and Biodiversity2023
<MinisterforGSCEB@gov.scot>
Subject: RE: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 6 April

Hi [Redacted]

Of course, we can make ourselves available for a virtual call tomorrow at 3pm.

Can you advise who will be on the call and I can let you know who will take part from Circularity Scotland.

Thanks

[Redacted]

From: [Redacted] @gov.scot <[Redacted] @gov.scot> **On Behalf Of**
MinisterforGSCEB@gov.scot
Sent: Wednesday, April 5, 2023 4:14 PM
To: [Redacted] <[Redacted] @Circularityscotland.com>
Cc: [Redacted] @Circularityscotland.com>; MinisterforGSCEB@gov.scot
Subject: IMMEDIATE: Meeting with Ms Slater and CSL - Thursday 6 April
Importance: High

Good afternoon [Redacted]

Hope you're well.

Ms Slater would welcome a (virtual) meeting with CSL tomorrow afternoon at 15:00 if they are able to make themselves available, please – my apologies for the short notice.

Grateful if you can let me know asap and I can send on the participation details, if suitable.

Kind regards

[Redacted] - Private Secretary to the Minister for Green Skills, Circular Economy and Biodiversity - Lorna Slater MSP

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