



**TRANSPORT  
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# Active Travel Infrastructure Investment Report

2023-24

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# Executive Summary

In 2023-24, Scottish Government Active Travel infrastructure investment exceeded £165m, delivering a range of infrastructure interventions and projects across several programmes. This investment was distributed across Scotland and delivered the following headline outputs in 2023-2024.

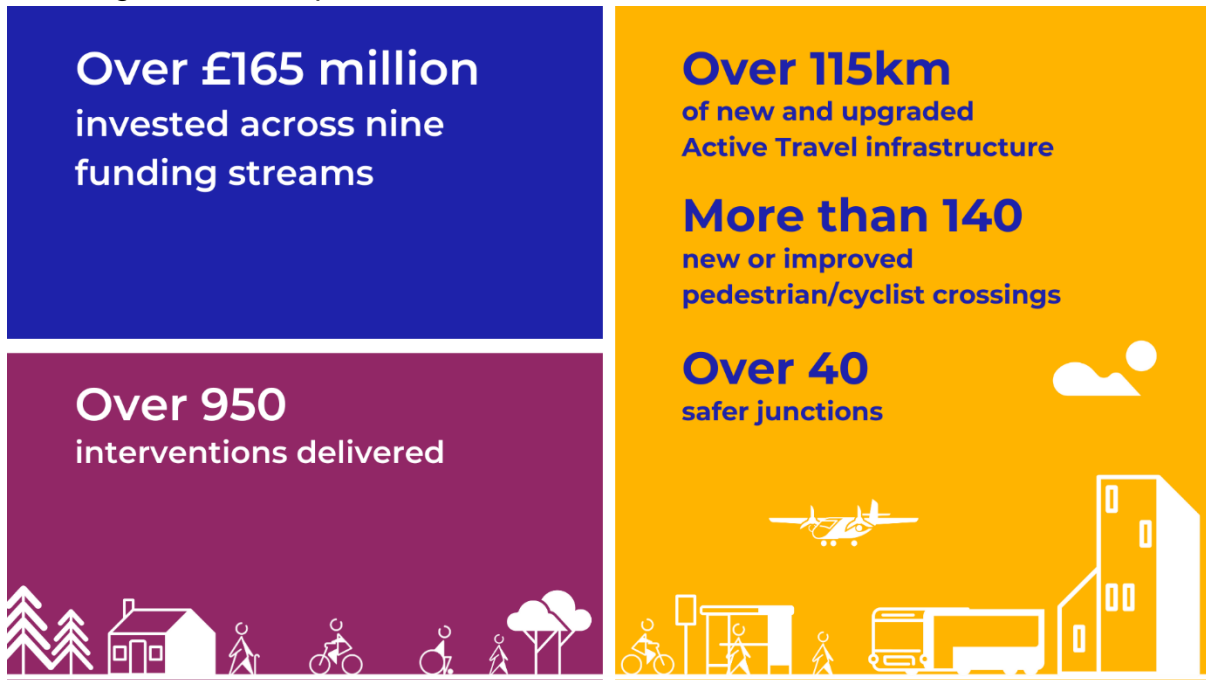


Figure 1: Headline achievements in Active Travel in 2023-24

Figure 1 shows:

- Over £165m invested across nine funding streams;
- Over 950 interventions delivered;
- Over 115km of new and upgraded Active Travel infrastructure;
- More than 140 new or improved pedestrian/cyclist crossings; and
- Over 40 safer junctions.

Figure 2 shows how infrastructure investment in each programme was distributed in 2023-24, as a proportion of overall expenditure. Sustrans' Places for Everyone (PfE) was the largest programme (£76m or 45.7% of the total investment), then Cycling Walking Safer Routes (CWSR) (£35m/21.1%), and then the Active Travel Transformation Fund (ATTF) (£19.5m/11.7%). Following this, it shows National Cycle Network (NCN) representing £14.2m/8.5%, then Trunk Roads (£4.5m/2.7%), Regional Active Travel Grant (£4.3m/2.6%), Road Safety (£3.1m/1.9%) and Ian Findlay Path Fund (£1.5m/1%).

With CWSR, ATTF and Road Safety funding combined, a total of £57.6m/ 35% funding was provided directly from Transport Scotland to LAs. Figure 2 also shows funding for the integration of Active Travel and public transport, with investment in Levenmouth station (Rail Investment) totalling £8m (4.8%).

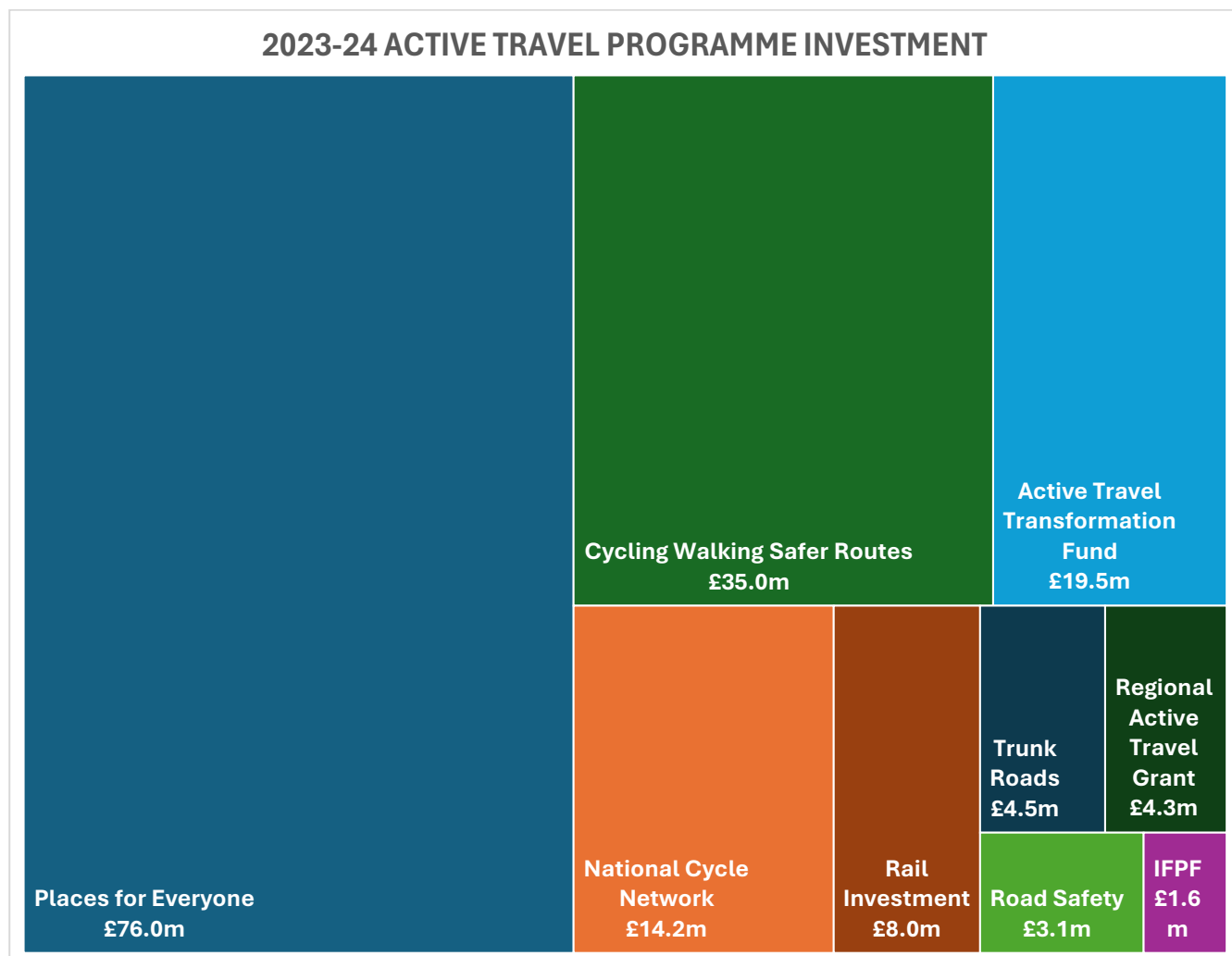


Figure 2: Active Travel Programmes represented as proportion of overall expenditure.

Table 1 and Figure 3 below show how funding was distributed across LAs, ranked from highest to lowest. These figures do not show include funding distributed to Regional Transport Partnerships (RTPs), National Park Authorities (NPAs), or a range of community groups and public and third sector partners that received funding through PfE and NCN, which totals £19.2m.

Number	Local Authority	Investment
1	City of Edinburgh	£31.5m
2	Glasgow City	£13.9m
3	Fife	£13.7m
4	Dundee City	£12.2m
5	Stirling	£8.8m
6	Angus	£5.8m
7	Highland	£5.8m
8	Scottish Borders	£5.2m
9	East Renfrewshire	£5.1m
10	Renfrewshire	£4.3m
11	North Lanarkshire	£3.9m
12	Inverclyde	£3.2m
13	Aberdeenshire	£2.8m
14	Moray	£2.7m
15	South Lanarkshire	£2.6m
16	Aberdeen City	£2.4m
17	East Ayrshire	£2.4m
18	Clackmannanshire	£2.1m
19	Argyll and Bute	£1.9m
20	South Ayrshire	£1.9m
21	Perth and Kinross	£1.9m
22	North Ayrshire	£1.9m
23	Dumfries and Galloway	£1.8m
24	East Lothian	£1.7m
25	Falkirk	£1.5m
26	West Lothian	£1.4m
27	East Dunbartonshire	£1.2m
28	West Dunbartonshire	£1.1m
29	Midlothian	£0.9m
30	Na h-Eileanan Siar	£0.72m
31	Shetland Islands	£0.59m
32	Orkney Islands	£0.16m

Table 1: Local Authority Funding Distribution

# Active Travel Infrastructure Funding 2023-24: Local Authority Distribution

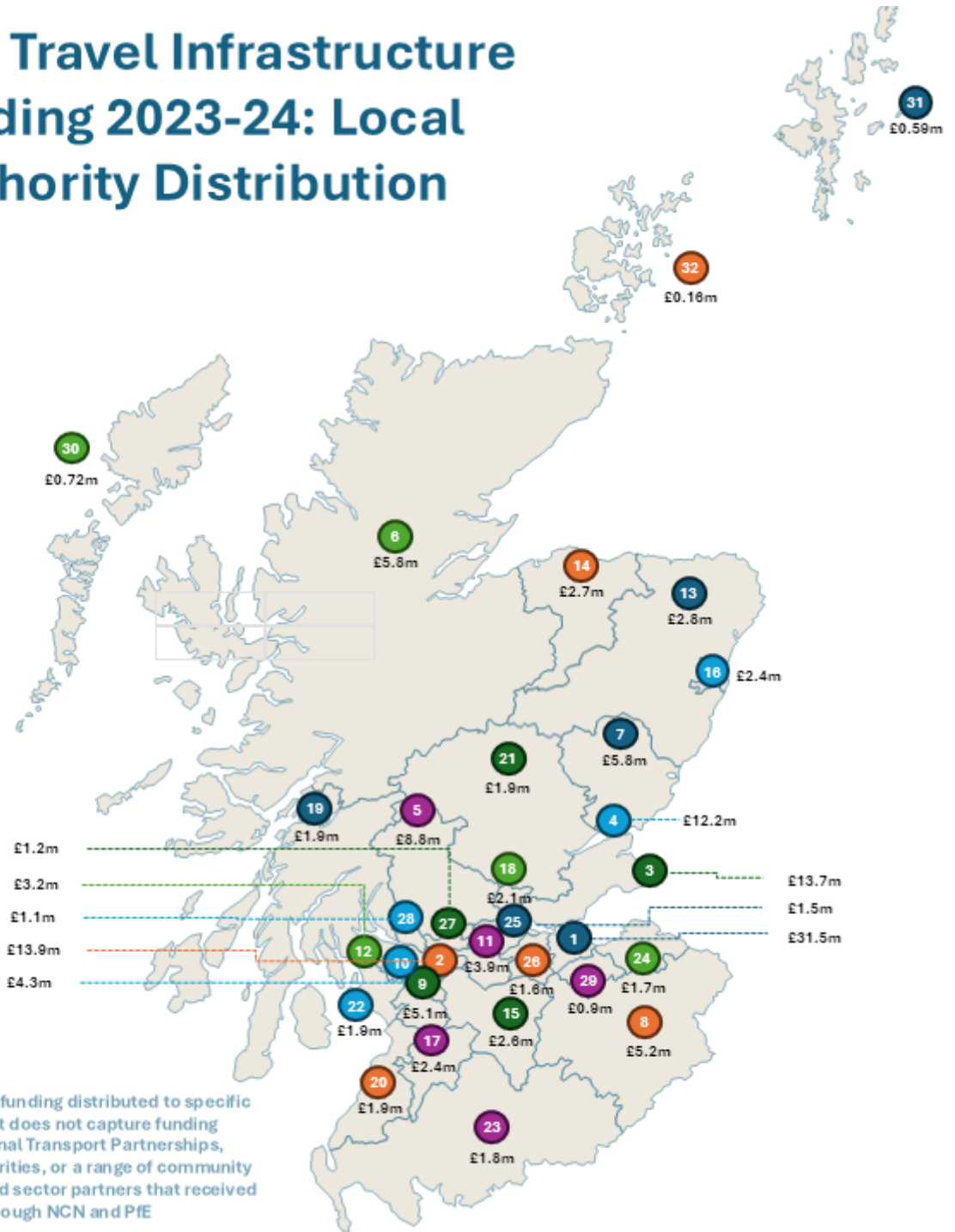


Figure 3: Active Travel Investment across Scotland.

# Context

Following an intensive two-year period of stakeholder engagement through the Active Travel Transformation Project, a major change programme for Active Travel delivery commenced in 2024. The 2024-25 Active Travel programme implements recommendations from the Transformation Project to deliver infrastructure at pace and scale and drive improvements in the delivery of behaviour change interventions, with more funding provided direct to partners for both infrastructure and behaviour change interventions. On infrastructure, a new tiered delivery model has been introduced, with direct funding available to LAs, RTPs and NPAs.



Figure 4: New segregated cycle path on Garscube Road, Glasgow.

In 2024-25, Tier 1 of the Active Travel Infrastructure Fund replaced Cycling, Walking, Safer Routes, with £35m capital funding provided direct to LAs for spend on activity on local Active Travel priorities, with fund objectives to design, develop and deliver interventions that will enhance safety and accessibility. The Fund's distribution across all 32 LAs reflects the shared policy priorities of national and local government, with a reduced administrative burden for LAs in delivering the Fund. Transport Scotland is engaging with LAs as the financial year progresses to monitor the effectiveness of the new fund and provide ongoing support.

Following the successful introduction of the Transformation Fund in 2023-24, Tier 2 of the Active Travel Infrastructure Fund will be the primary vehicle for the Scottish Government to fund Active Travel infrastructure. This shifts from the previous approach where Sustrans administered funding through its Places for Everyone

programme. The Fund is open to LAs, RTPs and NPAs, and supports ambitions set out in Active Travel Strategies, Local Transport Strategies and Regional Transport Strategies.

## Purpose

This document reports on Transport Scotland's Active Travel capital investment in infrastructure for the financial year 2023-24. This expenditure was primarily provided through the following funds and delivery partners:

- **Cycling, Walking, Safer Routes (CWSR)** - provided to all 32 LAs (superseded by Tier 1 of the Active Travel Infrastructure Fund from 2024-25);
- **Places for Everyone (Pfe)** - distributed by Sustrans to a range of delivery partners;
- **National Cycle Network (NCN)** – implemented and distributed by Sustrans to a range of delivery partners;
- **Active Travel Transformation Fund (ATTF)** – available to LAs, RTPs and NPAs;
- **Ian Findlay Path Fund (IFPF)** – distributed by Paths for All to a range of delivery partners; and
- **Regional Active Travel Grant (RATG)** – distributed by RTPs.

As road authority for the trunk road network, Transport Scotland also has responsibility for Active Travel infrastructure delivery on trunk roads, with a number of projects funded through the **Trunk Road Casualty Reduction Programme**. Road safety schemes with Active Travel elements on local roads were funded through the **Road Safety Improvement Fund**, which was supported by the Active Travel budget. In addition, Transport Scotland also provided funding in 2023-24 to improve Active Travel provision as part of the wider **Levenmouth Rail project**.

Reporting on the programmes referenced above provides improved insight into the delivery of Active Travel infrastructure, both within a single year and also in aggregate and for comparison as the new delivery system for Active Travel matures.

While this document reports on the primary Transport Scotland-funded Active Travel infrastructure programmes in 2023-24, there is Active Travel infrastructure funded through other programmes nationally, regionally, and locally. As such, this report should not be considered a comprehensive record of all Active Travel infrastructure funding across Scottish Government in 2023-24. Active Travel infrastructure funding in Scotland may also be provided through a number of other Scottish Government and UK Government programmes (e.g. Region and City Growth Deal funding,



Islands Programme). These programmes have their own distinct approach to capturing outputs and reporting, and as such are not included here.

## Reporting Methods

As highlighted by learning through the Active Travel Transformation Project, there is currently insufficient data to allow for full evaluation of programme budgets and outputs. This is due in part to reporting standards across a range of programmes, partners not yet being fully aligned, and not every fund collecting data in the same way. It is therefore not possible for this report to make a full and consistent comparison of outputs between funds, and as such, there may be minor inconsistencies in some of the headline figures, for example around the total distance of new infrastructure delivered. As the new tiered delivery model matures and becomes embedded across the delivery landscape, we will work with partners to ensure that a consistent and robust approach to reporting, monitoring and evaluation is adopted wherever possible.

## Cycling, Walking, Safer Routes

CWSR was provided to all 32 LAs in 2023-24, and distributed on a population pro-rata basis. Funding of £35m was provided, allowing LAs the flexibility to choose which Active Travel infrastructure measures to implement, based on local priority and need. LAs adhered to the principles of the [Active Travel Framework](#) and [Cycling by Design](#) when designing, developing, and delivering their programme of works funded through CWSR.

From 2024-25, CWSR has been superseded by Tier 1 of the ATIF. With a reduced administrative burden for LAs in delivering the Fund, and aligned with the principles of the [Verity House Agreement](#), the Fund uses a revised distribution methodology and improved reporting mechanisms to allow for more effective long term evaluation. The new Tier 1 methodology, agreed with CoSLA Leaders, includes population density and income deprivation to inform funding distribution.

In 2023-24, CWSR was used to deliver:

- 335 new or improved walking or cycling paths
- 84 new or improved crossings
- 61 works around schools
- 60 road safety measures
- 56 contributions to staff costs
- 22 monitoring and evaluation projects

- 20 other (including mobile applications, pool bikes, Active Travel hubs etc.)

Year	Investment	New & upgraded infrastructure length	Projects supported	Partners supported	Average project cost
2023-24	£35 million	Not available. See note 1 for details.	600+ interventions	32 LAs	£252k

Table 2: CWSR Headlines

Note 1: Fund reporting requirements did not include project lengths. This information will be available from 2024-25 onwards.

### Case Study: South West City Way Extension (Glasgow)

This project extended an existing route (the South West City Way) along St Andrews Drive. The project included measures to make pedestrian and cyclist travel safer, and features a 2.2km long bi-directional, segregated cycle lane along St Andrews Drive from Shields Road to Dumbreck Road. It also included junction improvements where St Andrews Drive intersects with other nearby streets to include pedestrian facilities, refuge islands, surfacing, kerb realignment and traffic signals. The project has created a high quality, fully segregated route from Glasgow city centre to Pollok Park and the Burrell Collection, and utilised CWSR funding over two years, spanning 2022-23 to 2023-24



Figure 5: St Andrews Drive, pre-construction.



Figure 6: St Andrews Drive, post-construction

## Places for Everyone

The Places for Everyone (PfE) programme was launched in 2019, and responded to a sharp increase in Active Travel funding at the time (£81.5m in 2019-20, more than double the £40m budget in 2018-19). PfE is open to LAs, public bodies, businesses, third sector organisations and community organisations, and provides funding and expertise to help deliver walking, wheeling, and cycling improvements across the country. Managed by Sustrans and funded by Transport Scotland, the programme provides 100% funding for concept and design stages and up to 70% funding for construction stages through a grant.

Applications were assessed against the aims and objectives of the programme:

“...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 for everyday journeys.

Places for Everyone projects must achieve one or more of the following objectives:

- Increase the number of everyday journeys made by walking, wheeling, or cycling.
- Support more trips to school made by walking, wheeling, or cycling.

- Improve physical and perceived safety for people walking, wheeling, or cycling.
- Make walking, wheeling, or cycling more inclusive for the project community, taking into account all protected characteristics.
- Improve the quality of current walking, wheeling, or cycling infrastructure.
- Positively impact areas identified by the Scottish Index of Multiple Deprivation (SIMD) as among the 20% most deprived” (from Sustrans [Places for Everyone Application Guide](#) 2023)

In addition to funding LAs, £8.3m was allocated to projects in 2023-24 brought forward by other delivery bodies including Regional Transport Partnerships, Scotland’s Railways, Scottish Canals, and many others.

Overall, PfE supported 376 projects, with 29 constructed, 8 completing design stage, and 339 under development. PfE projects contain a variety of types of Active Travel infrastructure, with a focus on shared surfaces, cycle paths, footways, and public realm improvements. Dropped kerbs and cycle storage are also a frequent element of PfE schemes.

In 2023-24 four projects received over £6m each – these were Broughty Ferry NCN Improvements (Dundee), City Centre West to East Link (CCWEL) and Roseburn to Union Canal (Edinburgh), and Walk Cycle Live Stirling. The overall average cost for a construction project was £1.3m, while the average cost for a design project was £435k.

While this report focusses solely on infrastructure, PfE (and NCN) also delivers a range of non-infrastructure schemes and projects such as behaviour change interventions to support projects being developed and delivered. As part of the transition towards the new tiered delivery model for Active Travel infrastructure, the PfE programme will be wound down by December 2025.

Year	Investment	New infrastructure length	Upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£76 million	15.9km	10.8km	376	14 LAs, 41 other groups	£1.3m

Table 3: PfE Headlines



## Case Study: City Centre West to East Link (Edinburgh)

The CCWEL route was officially opened in March 2024 to connect Roseburn to the West End of Edinburgh. Consultation for this 3.6km bi-directional cycle route began in 2016, with construction starting in 2022. The project protects cyclists from heavy traffic through a segregated design and has also improved crossings and footways.



Figure 7: The opening of the CCWEL project

Funded by Transport Scotland through Sustrans' PfE programme, £14.8m was awarded to the project (of a total project cost of £23m). The project connects with the Roseburn to Union Canal project (officially opened in December 2024) and there are plans to connect with George Street to further improve infrastructure across Edinburgh city centre. The project is expected to improve safety for users, including for those travelling to nearby schools, and benefit the local economy through better access to shops and services.

## National Cycle Network

Sustrans is custodian of the National Cycle Network (NCN) and manages the strategic vision and detailed Network Plan for the network. The majority of the network is owned by LAs and private landowners. The NCN spans the whole of Scotland (and the UK).

The NCN currently comprises more than 2,600km across urban, inter-urban and rural areas. Urban areas account for 23% of Scotland's NCN with 77% connecting rural areas, and the Network serves 236 of Scotland's 514 settlements (the [National](#)

[Records of Scotland](#) defines settlements as built-up areas which round to 500 people or more, with larger settlements divided into localities to reflect areas which are more easily identifiable as the towns and cities of Scotland).

Of the 85 projects supported, 32 of these were completed in 2023-24. Most were shared space, with other funded projects including cycle paths and structures such as bridges. In addition, new and updated signage was installed along 550km of the NCN in 2023-24, and more than 430 barriers were removed as part of an ongoing programme to improve the accessibility of the network.

Year	Investment	New infrastructure length	Upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£14.2 million	2.3km	21.3km	85	15 LAs, 41 other groups	£280k

Table 4: NCN Headlines

## Case Study: NCN 75 Water of Leith surfacing (Edinburgh)

An Active Travel route stretching 7.7km from Balerno to the Union Canal on Lanark Road, along the Water of Leith on NCN1 was upgraded and officially opened in September 2023.



Figure 8: The opening of the NCN 75 Water of Leith project.

This £1.1m project transformed what was once a challenging, muddy terrain into a safe, accessible route, using a groundbreaking material made from over 49,000 recycled tyres.

This project forms part of a wider suite of activity that has been delivered across Edinburgh since the pandemic to improve NCN connectivity for commuters. Along with the [Colinton Tunnel mural](#) (NCN), the transformative [Roseburn to Union Canal](#) project (PfE), the [Coalie Park upgrades and murals](#) (NCN), the [Leith Connections](#) project (PfE), and [CCWEL](#) (PfE), there is now traffic-free, safe connectivity from the City Bypass in the south all the way to Leith in the north of Edinburgh, unlocking the potential of the NCN for communities across the city.



## Active Travel Transformation Fund

In December 2022, Transport Scotland launched the Active Travel Transformation Fund (ATTF) to trial a new approach to delivery. Informed by feedback and analysis through the Transformation Project, the ATTF provided investment directly to successful applicants (LAs, RTPs and NPAs) to support the implementation of ambitious construction-ready infrastructure projects throughout Scotland.

The Fund was developed to deliver new infrastructure at pace and scale, testing and putting into practice a new delivery model from 2024-25. Projects are assessed using a number of criteria including deliverability and potential for modal shift.

In 2023-24, ATTF funding supported the implementation of new and improved cycle paths, shared surfaces, footway/pavement improvements, and pedestrian/cycle crossings across Scotland, and delivered six projects above £1m.

Year	Investment	New infrastructure length	Upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£19.5 million	20km	6km	41	14 LAs, 2 RTPs	£580k

Table 5: ATIF Headlines

## Case Study: Beauly to Inverness (Highland)

Highland Council received £600k through the ATTF to create this 800m long new walking, wheeling and cycling route. This project extends the existing route from Lovat Bridge, linking from Dunballoch and Cabrich up to the junction to the A833. The new path provides a safe, segregated and comfortable option for those walking, wheeling and cycling, and is a vital part of a longer term plan to create a fully segregated link between Beauly and Inverness.



Figure 10: Carriageway prior to construction



Figure 9: Path in use following construction

## Ian Findlay Path Fund

The Ian Findlay Path Fund (IFPF) is named in memory of the late Paths for All Chief Officer, Ian Findlay CBE. The fund supports the improvement of local path networks within and between communities, making it easier for people to choose to walk wheel or cycle for everyday journeys.

This grant fund is provided by Transport Scotland and administered by Paths for All. Funded projects improve local path networks and make Active Travel a more attractive option for all users. A wide range of groups are able to bid into the fund, including charities, community groups, and community councils with Paths for All providing support to these groups who do not always have experience of delivering Active Travel infrastructure.

Typical interventions for these projects include:

- Design and construction of new paths
- Barrier removal
- Seating installation
- Gradient improvements
- Barrier removal
- Surface improvements

Year	Investment	New infrastructure length	Upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£1.6 million	6km	16km	20	12 LAs	£94k

Table 6: IFPF Headlines

**Case Study: St Leonards Park Path, Dunfermline (Fife)**



Figure 11: Community members enjoying the new St Leonards Park path.

This community-led project is part of a wider ambitious long-term regeneration project which began in 2019, with the design and construction stages of the path project receiving ongoing technical support and advice from the IFPF team.

The project connects the local housing estates of Brucefield and Pitcorthie with a range of local services including a health centre, pharmacy, and primary and secondary schools. The new path makes it easier to walk, wheel and cycle locally, and also links residents to local bus networks.

## Regional Active Travel Grant

RTPs were established in December 2005 to strengthen the planning and delivery of regional transport so that it better serves the needs of people and businesses. In 2023-24, £4.3m was provided to RTPs through the Regional Active Travel Grant (RATG). While the RATG was a capital fund, and delivered significant infrastructure improvements, it could also be used for other purposes, and supported a range of activities, including design and construction of infrastructure, mobility hubs, community engagement, monitoring, and business development. From 2024-25, the RATG has been closed, with RTPs able to access infrastructure funding through Tier 2 of the Active Travel Infrastructure Fund.

This fund supported 56 projects in total, with 29 completing design stage and 27 projects being constructed. These included:

- Strategic mapping, feasibility, and design work for Active Travel infrastructure
- Monitoring and evaluation, junction assessments and improvements, mobility hubs
- Shared use paths and quiet routes
- Smaller scale interventions such as bike shelters and minor path improvements

Year	Investment	New infrastructure length	Upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£4.3 million	N/A	N/A	56	5 RTPs	£94k

Table 7: RATG Headlines



## Case Study: Glencoe Quiet Route – HiTrans (Highland)

This project improved an unclassified minor road which connects the town of Glencoe to several nearby trip generators, including tourist attractions and accommodation sites. Following extensive engagement with the local community and the LA roads team, HiTrans commissioned data to baseline the pre-intervention usage of the road. The speed limit was lowered and non-prescribed signage installed.



Figure 12: The Glencoe Quiet Route.

This project will be monitored as a potential path-finder for future Quiet Route interventions across the region, with two Quiet Routes already being prepared for Skye at Sleat and Raasay.

# Transport Scotland Active Travel Programmes

The Transport Scotland **Trunk Road Casualty Reduction Programme** receives funding from the Active Travel budget to improve pedestrian and cycling infrastructure, with an emphasis on safety. This includes addressing key issues such as severance and providing safe links for communities along the trunk road network.

In 2023-24, the value of this funding was £4.5m and delivered the following types of projects:

- New or improved shared surface
- New or improved pedestrian/cyclist crossings
- Active Travel/ traffic counting
- Signals
- Footway/footpath
- New or improved footway and segregated cycleway
- Path snagging and minor improvement works

Year	Investment	New & upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£4.5 million	21km (see note 2)	128	12 LAs	£77k

Table 8: Trunk Road Casualty Reduction Headlines

Note 2: Disaggregated data for new/upgraded infrastructure was not collected for this year. This will be addressed in future years.

## Case study: A92 Balfarg to New Inn Roundabout Cycleway (Fife)

This project provides 490m of shared use path, as well as improved lighting and crossings for those walking, wheeling, and cycling north of Balfarg. This includes new tactile paving and bollards to contribute to safer crossing movements.

This section of the A92 is a rural route forming part of a strategic link from Dunfermline, north of the Queensferry Crossing, to Dundee via Kirkcaldy and Glenrothes. The scheme is an extension to the improvement works undertaken by BEAR Scotland in 2021 which provides a shared use facility adjacent to the A92 from Balfarg junction north for approximately 1.5km. The proposed scheme will complete the shared use facility from Balfarg to the A914 to the east of New Inn Roundabout.



Figure 13: New shared use path along the A92

The improvements provide a high quality, inclusive and safe facility for pedestrians and cyclists to connect to the NCN and encourage more users to walk, wheel or cycle this route.

The **Road Safety Improvement Fund** was allocated £9.5m in 2023-24. This funding aims to support LAs in reducing road-related risks and casualties across Scotland. Of the £9.5m funding, £3.1m was provided for targeted road safety measures promoting Active Travel on the local road network. The goal is to enhance safety for pedestrians and cyclists in high-risk areas, ensuring safer journeys for those opting for sustainable modes of transport.

[Scotland's Road Safety Framework](#) to 2030 sets an ambitious goal to become the global leader in road safety by 2030. Backed by national and mode-specific casualty reduction targets, the framework aims for a 40% reduction in pedestrian casualties resulting in serious injuries or fatalities (KSI) and a 20% reduction in cyclist KSIs by the end of the decade.

The additional funding is a crucial intervention to help meet Scotland's casualty reduction targets and support a shift towards safer, more sustainable modes of transport.

In 2023-24, the value of this funding was £3.1m and delivered the following types of projects:

- New or improved footway
- New or improved pedestrian/cyclist crossings
- Improved junction
- Road markings
- School travel improvements
- Traffic signs and signals
- Traffic calming
- Tactile paving

Year	Investment	New & upgraded infrastructure length	Projects supported	Partners supported	Average construction cost
2023-24	£3.1 million	N/A (see note 1)	54	17 LAs	N/A - see note 3

Table 9: Road Safety Improvement Fund Headlines

Note 3: This information will be available from 2024-25 onwards.



## Case Study: Traffic Islands, Stevenston (North Ayrshire)

North Ayrshire Council identified a risk for pedestrians on the Saltcoats Road, with more vulnerable road users accessing nearby schools and amenities on a road with high vehicle volumes. With an aim to create a safer route to both school and local amenities, whilst also reducing conflicts between users on the road, North Ayrshire Council invested in the creation of a safer cross point and link path.



Figure 14: New pedestrian refuge on Saltcoats Road.

Installation of two traffic islands and a link path will positively affect the most vulnerable road users by creating safer crossing points on the road network at locations with a history of collisions. Reducing the number of collisions on the road network will promote safer road use, encourage Active Travel modes, and improve road safety. This will benefit local residents, enhance the local environment, and create a safer space for all road users.



Figure 15: Installation of the new Duniface footbridge.

Transport Scotland also worked with Network Rail and Fife Council to deliver Active Travel elements of the wider **Levenmouth Rail project**. As part of this work, Transport Scotland provided £8m in 2023-24 to help deliver footbridge river crossings at Methilhill and Duniface, connecting communities and enhancing access to local amenities including connections to the new railway stations.

## Other Active Travel Funding

**Scottish City Region and Growth Deals** are packages of funding agreed between the Scottish Government, the UK Government, and local partners. They are designed to bring about long-term strategic approaches to improving regional economies, aiming to help harness additional investment, create new jobs, and accelerate inclusive economic growth. Deals are implemented by regional partners and overseen by the [Scottish City Region and Growth Deal Delivery Board](#). Each deal is tailored to its region, and comprises a programme of interventions to support positive, transformative change.

Some **City Deal** projects contain Active Travel elements, with deals structured such that the management of project delivery is devolved to local partners. Transport Scotland and Scottish Government does not have detailed information on these projects. However, several projects with substantive Active Travel components were funded in 2023-24, including contributions to **Walk Cycle Live Stirling**, and the **Stewartfield Way Transport Capacity** project (South Lanarkshire).

In 2016 **European Regional Development Funding (ERDF)** funding was awarded to Transport Scotland to deliver the Low Carbon Travel and Transport (LCTT) Programme. Low Carbon and Active Travel projects received ERDF funding of £8m over the life of the programme. Since the programme commenced in 2016, ERDF funding has contributed to delivery of 33 Low Carbon Travel and Active Transport Hubs, and the construction or upgrade of 66km of Active Travel paths.

Other funding programmes, such as the £4m [Islands Programme](#), also deliver schemes with Active Travel components.



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