



TRANSPORT
SCOTLAND
CÒMHDAHAIL ALBA

transport.gov.scot

Active Travel Infrastructure Investment Report

2024-25

Contents

Contents	2
Executive Summary	4
Context	8
Purpose	9
Reporting Methods	10
Active Travel Infrastructure Fund: Tier 1	10
Active Travel Infrastructure Fund: Tier 2	12
Places for Everyone	15
National Cycle Network	18
Ian Findlay Path Fund	20
Other Transport Scotland Active Travel Programmes	22

Figure 1: headline achievements in Active Travel 2024-25.	4
--	---

Figure 2: distribution of funding across infrastructure programmes.....	6
---	---

Figure 3: distribution of Active Travel Infrastructure funding across a map of Scotland	7
--	---

Figure 4: the before safety interventions image of the road outside Seaview Primary .	
---	--

Figure 5: the road outside Seaview Primary after road safety interventions.....	
---	--

Figure 6: a before image of a narrow desire line path alongside the A807.....	
---	--

Figure 7: the A807 improvements after intervention showing a newly constructed pavement.	
--	--

Figure 8: a junction before road safety interventions.....	
--	--

Figure 9: a junction after interventions. A drop kerb on either side of the road has been constructed and a red surfaced crossing.....	
---	--

Figure 10: Cabinet Secretary for Transport, Fiona Hyslop, school children, members of the community celebrating the opening of the Roseburn to Union Canal.....	
--	--

Figure 11: a cyclist crossing the new bridge between Roseburn and the Union Canal.	
Figure 12: a new off-carriage pedestrian path running alongside the A82.	20
Figure 13: a new pedestrian bridge across a river beneath the A82.	20
Figure 14: new lighting installed along a quiet, dark path in Castlemik Park.	22
Figure 15: the before image of a narrow footpath next to a grass verge beside the A726.	24
Figure 16: the after image of a new resurfaced pedestrian path, with a separated bidirectional cycle path running alongside it, next to the A726.	24
Figure 17: the A904/A993 road corridor undergoing works, where the layout changes support future improvements for active travel along a route bordered by woodland.	26
Figure 18: a completed section of the A904/A993 corridor with a newly marked crossing point at a junction, providing a safer and more direct connection for pedestrians and cyclists along the route.	27

Executive Summary

In 2024-25, Scottish Government Active Travel infrastructure spend exceeded £115m, delivering a range of infrastructure interventions and projects across several programmes. This expenditure, through seven key programmes supported transformational infrastructure projects across Scotland and delivered the following headline outputs in 2024-2025.



Figure 1: headline achievements in Active Travel 2024-25.

Figure 1 shows:

- Over 900 interventions funded;
- Over 136km of new and upgraded Active Travel infrastructure;
- More than 80 new or improved controlled pedestrian/cyclist crossings; and
- Over 50 junction and uncontrolled crossing improvements.

Improvements made to project data collection mean that it is now possible to collate project type data across all funding streams, capturing both what has been built and what is being design for construction in future years. Table 1 below shows that shared footway/ paths are the most common intervention type.

Table 1: Counts of active travel intervention in 2024-25

Intervention Type	2024-25 count
20 mph zones/ school zones	14
Controlled pedestrian / cyclist crossing	131
Cycle parking / storage	17
Cycle Track	112
Dropped kerbs and uncontrolled pedestrian/cyclist crossing	71
Footway / Footpath	118
Other	152
Shared Footway / Path	286
Staff Costs	2
Strategy/network development	1
Grand Total	904

Note: 'Other' includes various design stage elements such as community engagement, and other interventions like purchase of equipment, barrier removal, and streetlighting.

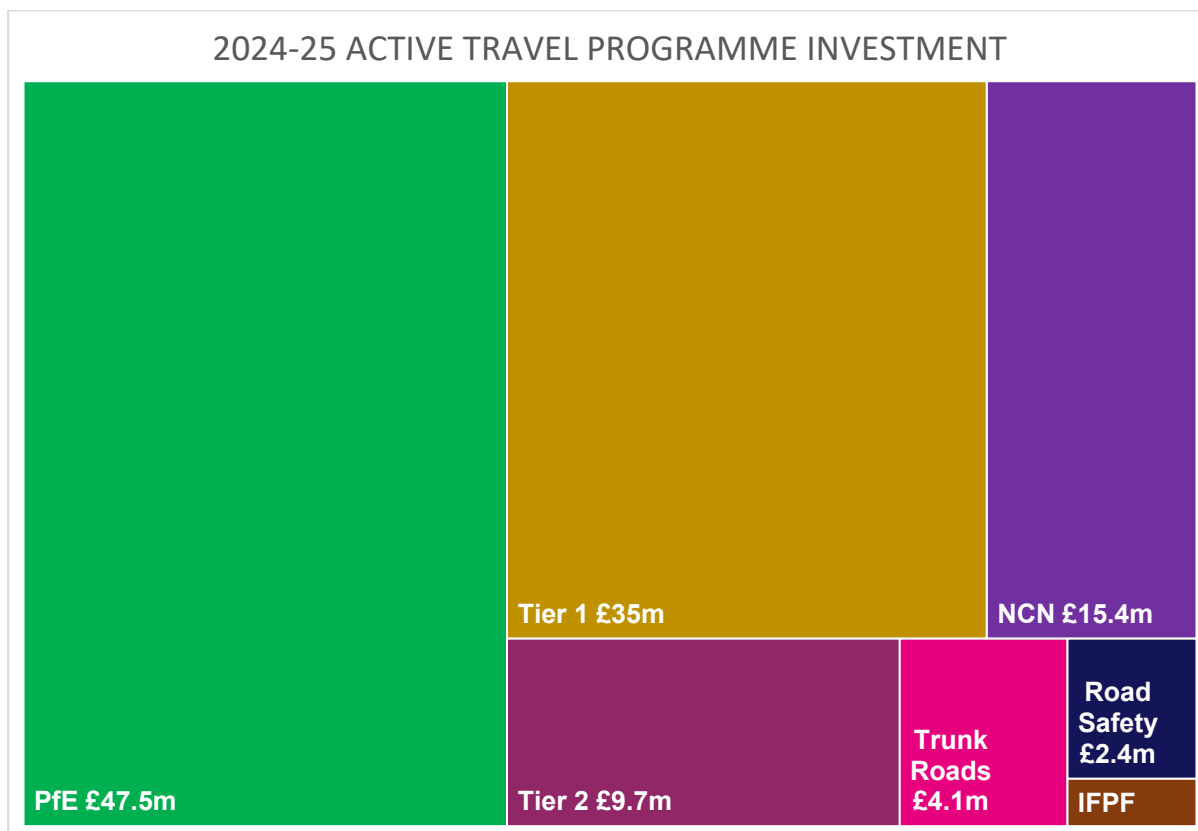


Figure 2: distribution of funding across infrastructure programmes.

Figure 2 shows Active Travel Programmes represented as proportion of overall expenditure. Figure 2 shows how infrastructure investment in each programme was distributed in 2024-25, as a proportion of overall expenditure. Walk Wheel Cycle Trust (WWCT, formerly known as Sustrans) 'Places for Everyone (PfE) was the largest programme (£47.5m or 41% of the total investment), then Tier 1 (£35m/31%), and then the National Cycle Network (NCN) (£15.4m/13%). Following this, it shows Tier 2 representing £9.7m/8%, then Trunk Roads (£4.1m/4%), Road Safety (£2.4m/2%) and Ian Findlay Path Fund (£0.8m/1%).

With Tier 1, Tier 2 and Road Safety funding combined, a total of £45.9m/ 43% funding was provided directly from Transport Scotland to LAs.

Figure 3 and table 2 below show how funding was distributed across local authority areas, ranked from highest to lowest.

Active Travel Infrastructure Funding 2024-2025: Local Authority Distribution

This map captures the total investment from all infrastructure funds and how this investment is distributed across the 32 local authority areas in Scotland, ranked highest to lowest.

Local Authority Area	Total Funding	Local Authority Area	Total Funding
1 Glasgow City	£18,681,794	17 West Lothian	£1,695,439
2 City of Edinburgh	£16,225,746	18 Midlothian	£1,672,349
3 Angus	£7,433,332	19 Perth and Kinross	£1,618,601
4 Highland	£5,842,243	20 Moray	£1,487,132
5 East Renfrewshire	£5,800,598	21 East Dunbartonshire	£1,471,743
6 Dundee City	£4,516,009	22 Falkirk	£1,459,231
7 Inverclyde	£4,473,531	23 Argyll and Bute	£1,447,997
8 North Ayrshire	£4,155,809	24 Renfrewshire	£1,426,031
9 Fife	£3,762,056	25 Dumfries and Galloway	£1,413,211
10 South Lanarkshire	£3,362,259	26 Clackmannanshire	£976,764
11 North Lanarkshire	£2,946,357	27 Stirling	£942,453
12 East Lothian	£2,384,602	28 East Ayrshire	£879,000
13 South Ayrshire	£2,256,474	29 West Dunbartonshire	£758,647
14 Aberdeen City	£2,123,035	30 Orkney	£430,468
15 Aberdeenshire	£2,047,002	31 Na h-Eileanan Siar	£258,571
16 Scottish Borders	£2,003,017	32 Shetland	£235,000
		Area wide scheme	£9,251,237
		Grand Total	£ 115,437,738

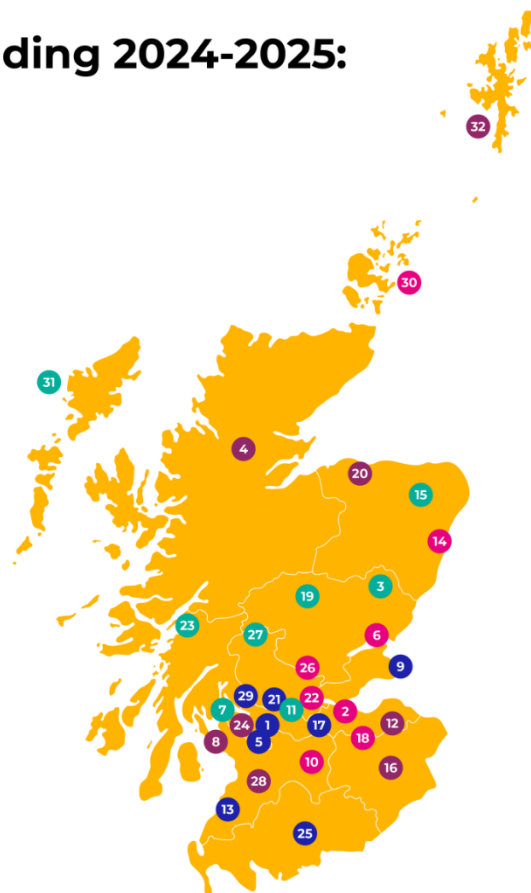


Figure 3: distribution of Active Travel Infrastructure funding across a map of Scotland

Table 2 Local Authority Funding Distribution 2024-25

Number	Local Authority	Investment
1	Glasgow City	£18.7m
2	City of Edinburgh	£16.2m
3	Angus	£7.4m
4	Highland	£5.8m
5	East Renfrewshire	£5.8m
6	Dundee City	£4.5m
7	Inverclyde	£4.5m
8	North Ayrshire	£4.1m
9	Fife	£3.8m
10	South Lanarkshire	£3.4m
11	North Lanarkshire	£2.9m

Number	Local Authority	Investment
12	East Lothian	£2.4m
13	South Ayrshire	£2.3m
14	Aberdeen City	£2.1m
15	Aberdeenshire	£2.0m
16	Scottish Borders	£2.0m
17	West Lothian	£1.7m
18	Midlothian	£1.7m
19	Perth and Kinross	£1.6m
20	Moray	£1.5m
21	East Dunbartonshire	£1.5m
22	Falkirk	£1.5m
23	Argyll and Bute	£1.4m
24	Renfrewshire	£1.4m
25	Dumfries and Galloway	£1.4m
26	Clackmannanshire	£0.98m
27	Stirling	£0.94m
28	East Ayrshire	£0.88m
29	West Dunbartonshire	£0.76m
30	Orkney	£0.43m
31	Na h-Eileanan Siar	£0.26m
32	Shetland	£0.24m
	Area-wide schemes	£9,26m

Context

The May 2025 Programme for Government included a commitment to make it easier for people to make more sustainable everyday journeys by delivering projects through our 2025-26 sustainable travel programmes, including the new Bus Infrastructure Fund. This builds on the Scottish Government's long-term vision, as set out in the Active Travel Framework, that *'by 2030 Scotland's communities will be shaped around people and place, enabling walking, wheeling, and cycling to be the most popular modes of travel for short, everyday journeys'*.

Following a major change programme for Active Travel in recent years, a new tiered delivery model is now in place. The Active Travel Infrastructure Fund (ATIF) is the primary vehicle for the Scottish Government to fund active travel infrastructure and is directly managed by Transport Scotland. ATIF has a tiered delivery model comprising Tier 1, which provides directly to Local Authorities through their General Capital Grant, and Tier 2, which is open to applications from Local Authorities, Regional Transport Partnerships (RTPs) and National Park Authorities (NPAs).

Purpose

This document reports on Transport Scotland's Active Travel capital investment in infrastructure for the financial year 2024-25. This expenditure was primarily provided through the following funds and delivery partners:

- **ATIF Tier 1** - provided to all 32 LAs
- **ATIF Tier 2** - – available to LAs, RTPs and NPAs;
- **Places for Everyone (PfE)** - distributed by WWCT to a range of delivery Partners. This fund was wound down in 2025;
- **National Cycle Network (NCN)** – implemented and distributed by WWCT to a range of delivery partners;
- **Ian Findlay Path Fund (IFPF)** – distributed by Paths for All to a range of delivery partners; and

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.

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 2024-25, 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. 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.

For example, 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.

Other funding programmes, such as the Islands Programme, also deliver schemes with Active Travel components.

Reporting Methods

Engagement with stakeholders has shown that 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. While there has been significant improves following last year's report, it is still 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 continue to work with partners to ensure that a consistent and robust approach to reporting, monitoring and evaluation is adopted wherever possible.

Active Travel Infrastructure Fund: Tier 1

From 2024-25, Cycling Walking Safer Routes 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.

Tier 1 is a capital fund which helps to ensure LAs have the flexibility to both improve their own capacity and capability, as well as deliver schemes they identify as priorities for their local communities.

A key element of this funding is the intention that as the new delivery model becomes established, an increasing number of LAs will qualify for a greater proportion of funding through Tier 1. Measured increases in future Tier 1 funding allocations will be as a result of LAs' expenditure of Tier 1 funding in previous years being in line with our advice and guidance, and subject to budget availability in future years.

Engagement through year 1 of the fund indicates that the introduction and operation of Tier 1 has been successful. LAs are delivering across all project types, with a strong focus on improving walking and wheeling infrastructure with crossings and footway/ pavements being the most common project types.

Table 3: CWSR 2023-24 and Tier 1 2024 -25 Infrastructure and Delivery Summary

Fund	Year	Investment	New infrastructure (km)	Upgraded infrastructure (km)	Projects supported	Partners supported	Average project cost
CWSR	2023-24	£35 million	Not available	Not available	Over 600 interventions	32 LAs	0.252
Tier 1	2024-25	£35 million	15.51	29.58	521	32 LAs	0.084

Case Study: Victoria Street, Monifieth

This £100,000 project widened a footway as shown in figure 5, cut back vegetation and added a side road zebra crossing outside the Seaview Primary School in Monifieth. Previously, the footway was narrow as shown in figure 4, and the junction lacked a safe crossing point, making passing difficult especially for those with mobility issues or with young children in buggies. Improvements here also complement the wider school friendly zone.



Figure 4: the before safety interventions image of the road outside Seaview Primary

Active Travel Infrastructure Fund: Tier 2

The ATIF Tier 2 is designed to support the design and construction of ambitious active travel projects across Scotland. Tier 2 is open to Local Authorities, Regional Transport Partnerships and National Park Authorities, who can submit funding request applications for single year projects. Applications are assessed against several key criteria including modal shift, integration, safety and security, access to schools and other key destinations, deprivation, deliverability, community severance and value for money.

To note: 2023-24 in the table below relates to the Active Travel Transformation Fund, which was a precursor to the Active Travel Infrastructure Fund. You can read more about this in the [2023-24 report](#).



Figure 5: the road outside Seaview Primary after road safety interventions

Table 4: Tier 2 Infrastructure and Delivery Summary for 2023–24 and 2024–25

Year	Investment	New infrastructure (km)	Upgraded infrastructure (km)	Projects supported	Partners supported	Average project cost
2023-24	£19.5 million	20	6	41	14 LAs, 2 RTPs	0.58
2024-25	£9.7 million	10	3.3	22	16 LAs, 1 RTP	0.44

Case Study: A807 Active Travel Corridor project

ATIF Tier 2 funded £656,000 for the A807 Active Travel Corridor project in East Dunbartonshire Council to provide an active travel connection between the Torrance roundabout and Milngavie Railway Station. Works included widening the existing footway to form a shared use footway along the A807, upgrading kerbing, and enhancing junctions, notably at Dowan Road with the installation of street lighting, improving safety and connectivity in the area. Figures 6,7, 8 and 9 below show before and after the project alongside the A807.



Figure 6: a before image of a narrow desire line path alongside the A807.



Figure 7: the A807 improvements after intervention showing a newly constructed pavement.



Figure 8: a junction before road safety interventions.



Figure 9: a junction after interventions. A drop kerb on either side of the road has been constructed and a red surfaced crossing.

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. PfE was 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 WWCT and funded by Transport Scotland, the programme provided 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 aimed to 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 WWCT Places for Everyone Application Guide 2023)

While this report focusses solely on infrastructure, PfE also delivered 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 was wound down in December 2025, with eligible projects transitioning to delivery through ATIF Tier 2.

Table 5: PfE Infrastructure and Delivery Summary for 2023–24 and 2024–25

Year	Investment	New infrastructure length (km)	Upgraded infrastructure length (km)	Projects supported	Partners supported	Average construction cost (£m)
2023-24	£76 million	15.9	10.8	376	14 LAs, 41 other groups	1.3
2024-25	£47.5 million	11.79	0.19	92	19 LAs, 11 other groups	1.5

Case Study: Roseburn to Union Canal Active Travel Route and Greenspace Improvements

On 9th December 2024, the Roseburn to Union Canal project officially opened. This project has been led by PfE through design and construction to connect communities in Edinburgh which were previously segregated by the Haymarket railway lines and busy Western Approach Road.

This £17m project, of which £11.6 million was funded by PfE, provides a new green corridor for walking, wheeling and cycling and significantly enhances public safety and access to greenspace. An uninterrupted segregated cycle lane and footway now exists as shown in Figure 11. Two new bridges were also installed: one over the railway line (pictured) and one over Dalry Road featuring a community-inspired mural/ Dalry Community Park was also upgraded.

These fully-accessible routes will support vulnerable and less confident users to take journeys by active travel as shown in figure 10. PfE are also pleased these link to existing routes such as the Roseburn Path, City Centre West East Link (CCWEL) and



Figure 10: Cabinet Secretary for Transport, Fiona Hyslop, school children, members of the community celebrating the opening of the Roseburn to Union Canal.

NCN Routes 1 & 75.

The Roseburn to Union Canal Active Travel Route and Greenspace Improvements was the winner in the “Exemplary Approaches to Active Travel & Public Space” category at the National Transport Awards.



Figure 11: a cyclist crossing the new bridge between Roseburn and the Union Canal.

National Cycle Network

WWCT (formerly Sustrans) is custodian of the National Cycle Network (NCN) and manages the strategic vision and detailed Network Plan for the network. 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).

Table 6: NCN Infrastructure and Delivery Summary for 2023–24 and 2024–25

Year	Investment	New infrastructure length (km)	Upgraded infrastructure length (km)	Projects supported	Partners supported	Average construction cost (£m)
2023-24	£14.2 million	2.3	21.3	85	15 LAs, 41 other groups	0.28

Year	Investment	New infrastructure length (km)	Upgraded infrastructure length (km)	Projects supported	Partners supported	Average construction cost (£m)
2024-25	£15.4 million	8.25	18.2	126	20 LAs, 9 other groups	0.18

Case Study: NCN 781 Glen Coe path

The National Trust for Scotland (NTS) led on the development and delivery of a project to create an active travel path along Glen Coe from Glen Coe village to the Clachaig Inn road via the Glen Coe visitor centre.

The new path, as shown in figure 12, enables sustainable access into one of Scotland's most iconic and popular natural places. It provides an alternative to the A82 trunk road and opens up walking, wheeling and cycling access to the local community and visitors.

In 24/25, WWCT funded NTS £839K to construct most of the remaining sections of the project (following investment of £1.1m in 23/24). This complemented £350K of funding from the Rural Tourism Investment Fund.

A total of 4.3km of bound path was constructed and a crossing under the A82 created. It was originally suggested that the crossing would need to be at grade on a very busy, 60mph speed limit road. WWCT promoted an alternative proposal to build a bridge under the A82 crossing of a burn as shown in figure 13. Following investigation, this was ultimately adopted and constructed, providing a significantly safer and more pleasant route.



Figure 12: a new off-carriage pedestrian path running alongside the A82.



Figure 13: a new pedestrian bridge across a river beneath the A82.

Two sections of the route remain to be improved and further extensions east into the glen are being investigated.

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

Table 7: IFPF Investment and Delivery Summary for 2023–24 and 2024–25

Year	Investment	New infrastructure length (km)	Upgraded infrastructure length (km)	Projects supported	Partners supported	Average construction cost (£m)
2023-24	£1.6 million	6	16	20	12 LAs	0.94
2024-25	£0.85 million	4.2	6.9	14	12 groups	0.05

Case Study: Castlemilk Park Lighting & Flood Improvements

In 2024, Cassiltoun Housing Association were awarded £90,000 by IFPF to improve a key pathway through Castlemilk Park.

The path had no lighting and often flooded. In winter, the standing water would regularly ice over, and local people would avoid it completely. The alternative path

was too steep and difficult to use by anyone using a wheelchair, with mobility issues, or pushing prams.

The upgraded route now offers a safe, direct, and fully accessible connection through the park, enabling residents to reach local services and public transport in all seasons. Data from footfall counters revealed that between the end of October 2023 and the end of March 2024, a total of 11,169 people used the path between the hours of 4pm and 9am. In the year following the installation of new lighting, as shown in figure 14, counts during the same period showed an increase of 97.5%, with 22,066 using the route. This significant rise in footfall, particularly during darker hours, highlights the positive impact that improving lighting on a path can have, helping people see it as a safe and accessible route.



Figure 14: new lighting installed along a quiet, dark path in Castlemik Park.

Other 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 2024-25, the value of this funding was £4.1m 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

Table 8: Trunk Road Casualty Reduction Investment and Delivery Summary for 2023–24 and 2024–25

Year	Investment	New infrastructure length (km)	Upgraded infrastructure length (km)	Projects supported	Partners supported	Average construction cost (£m)
2023-24	£4.5 million	21km (see footnote) ¹		128	12 LAs	0.07
2024-25	£4.1m	3.46	6.80	68	15 LAs	0.12

Case Study: A726 Birniehill to Righead Segregated Cycleway (East Kilbride)

Delivered by Amey on behalf of Transport Scotland, this project introduced 1km of new segregated cycleway and upgraded 1.3 km of existing footways and cycleways along the A726 trunk road corridor in East Kilbride. It marks the first phase of a broader initiative to enhance active travel infrastructure along the A726 and A725 corridors, as outlined within the local East Kilbride Active Travel Plan. The project provides high-quality, inclusive, and safer facilities for walking, cycling, and wheeling and enables active travel for health, leisure, and commuting, with a project value of £650,000. Figures 15 and 16 below show before and after.

¹ Disaggregated data for new/upgraded infrastructure was not collected for this year.



Figure 15: the before image of a narrow footpath next to a grass verge beside the A726.

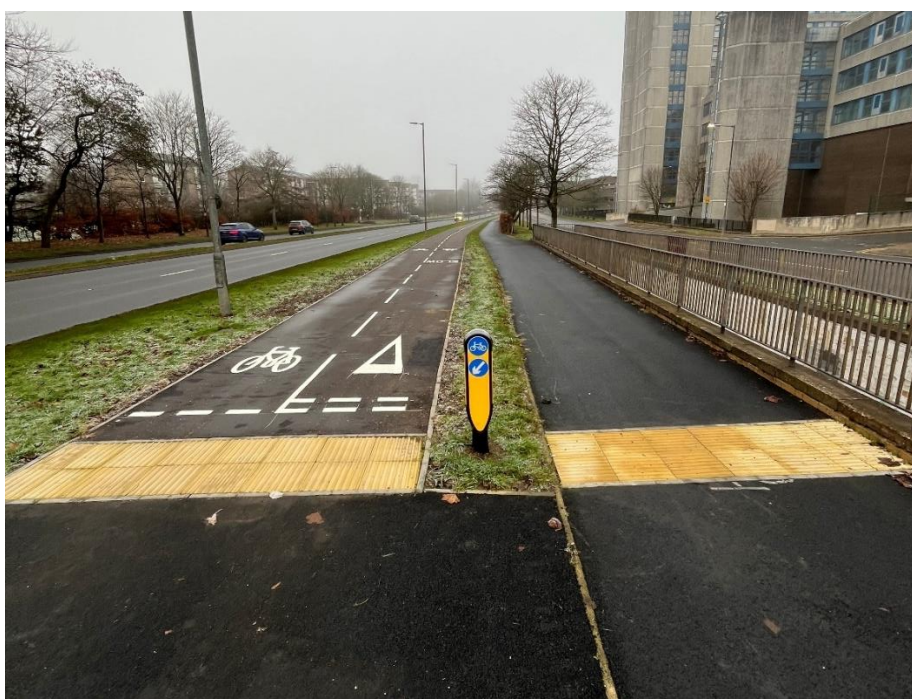


Figure 16: the after image of a new resurfaced pedestrian path, with a separated bidirectional cycle path running alongside it, next to the A726.

The **Road Safety Improvement Fund** was allocated £9.5m in 2024-25. This funding aims to support LAs in reducing road-related risks and casualties across the local

road network. Of the £9.5m funding, £2.0 was provided for targeted road safety measures promoting Active Travel. The goal was 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 and user specific casualty reduction targets, the framework aims for a 40% reduction in pedestrians killed or seriously injured (KSI) and a 20% reduction in cyclist KSIs by the end of the decade.

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

In 2024-25, the value of this funding was £2.0m and delivered the following types of projects:

- Numerous new pedestrian/cyclist crossing facilities, which includes further safety measures such as dropped kerbs and tactile paving
- Junction improvement schemes, including signalisation providing better provisions for those walking, wheeling and cycling.
- Route treatment strategies enhancing safety for vulnerable modes
- Installation of footways
- Traffic calming measures to reduce speeds, which aim to increase the perception of safety and in turn, increase active travel.

Table 9: Road Safety Improvement Fund Infrastructure and Delivery Summary for 2023–24 and 2024–25

Year	Investment	New infrastructure length (km)	Upgraded infrastructure length (km)	Projects supported	Partners supported	Average construction cost (£m)
2023-24	£3.1 million	n/a		54	17 LAs	n/a (see note x)
2024-25	£2.4 million (see note ²)	0.2	-	44	15 LAs	0.05

² This information was not available in 2023-24

Case Study: Snab Brae Junction Improvement

This project signalised an existing T junction on the Western periphery of Bo'ness on the A904/A993. The scheme included: a new 3m wide footway / cycleway integrating with the nearby NCN, installation of permanent traffic signals at the junction to address safety concerns for all road users, new crossing facilities on the routes for non-motorised users and drainage improvements in the area. Figures 17 and 18 below show the junction before and after improvements.



Figure 17: the A904/A993 road corridor undergoing works, where the layout changes support future improvements for active travel along a route bordered by woodland.



Figure 18: a completed section of the A904/A993 corridor with a newly marked crossing point at a junction, providing a safer and more direct connection for pedestrians and cyclists along the route.



**TRANSPORT
SCOTLAND**
CÒMHDHAIL ALBA

© Crown copyright 2026

You may re-use this information (excluding logos and images) free of charge in any format or medium, under the terms of the [Open Government Licence](#).

Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned.

Further copies of this document are available, on request, in audio and visual formats and in community languages. Any enquiries regarding this document/publication should be sent to us at info@transport.gov.scot.

Published by Transport Scotland, March 2026

Follow us:



transcotland



@transcotland

transport.gov.scot