SCOTTISH GOVERNMENT

DRAFT INFRASTRUCTURE INVESTMENT PLAN FOR SCOTLAND

2021-22 TO 2025-26

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PRESENTATION TO TRANSFORM MEMBERS

THURSDAY 08 OCTOBER 2020

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Summary of Presentation

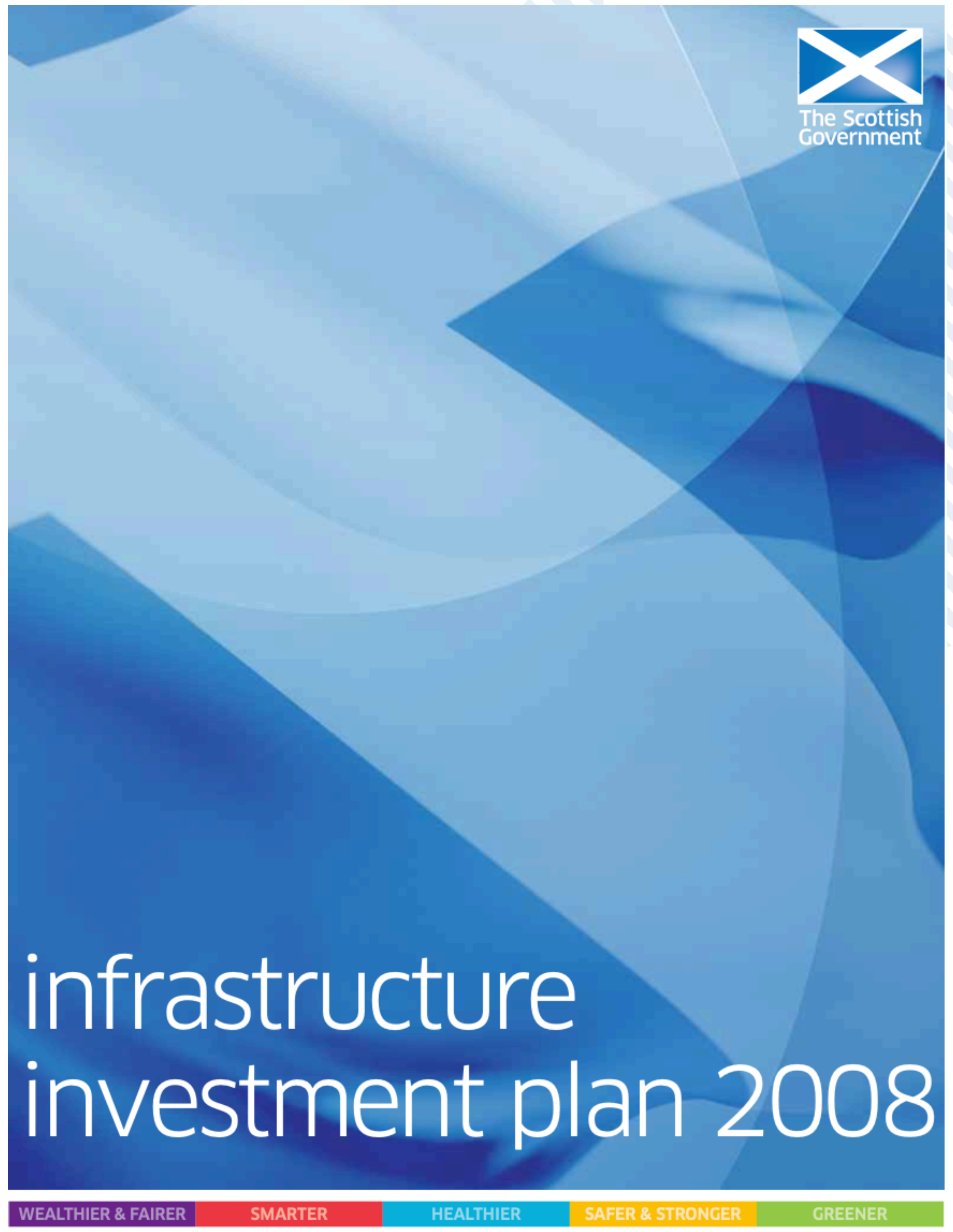
1. Overview of the Infrastructure Investment Plan
2. Transport in the Infrastructure Investment Plan
3. Comparing High and Low Carbon Investment in Infrastructure Investment Plans
4. Transform Commentary
5. Proposals for Action
6. Annex A: Transport Investment in the Draft IIP

OVERVIEW OF THE INFRASTRUCTURE INVESTMENT PLAN

Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26

- Published on 24 September 2020
- £33 billion of investment of which £24 billion is committed
- Published alongside:
    - Partial Business and Regulatory Impact Assessment
    - Strategic Environmental Assessment
    - Interim Equality and Fairer Scotland Duty Statement
- Consultation open until 19 November 2020

Previous Infrastructure Investment Plans 2008 to 2015

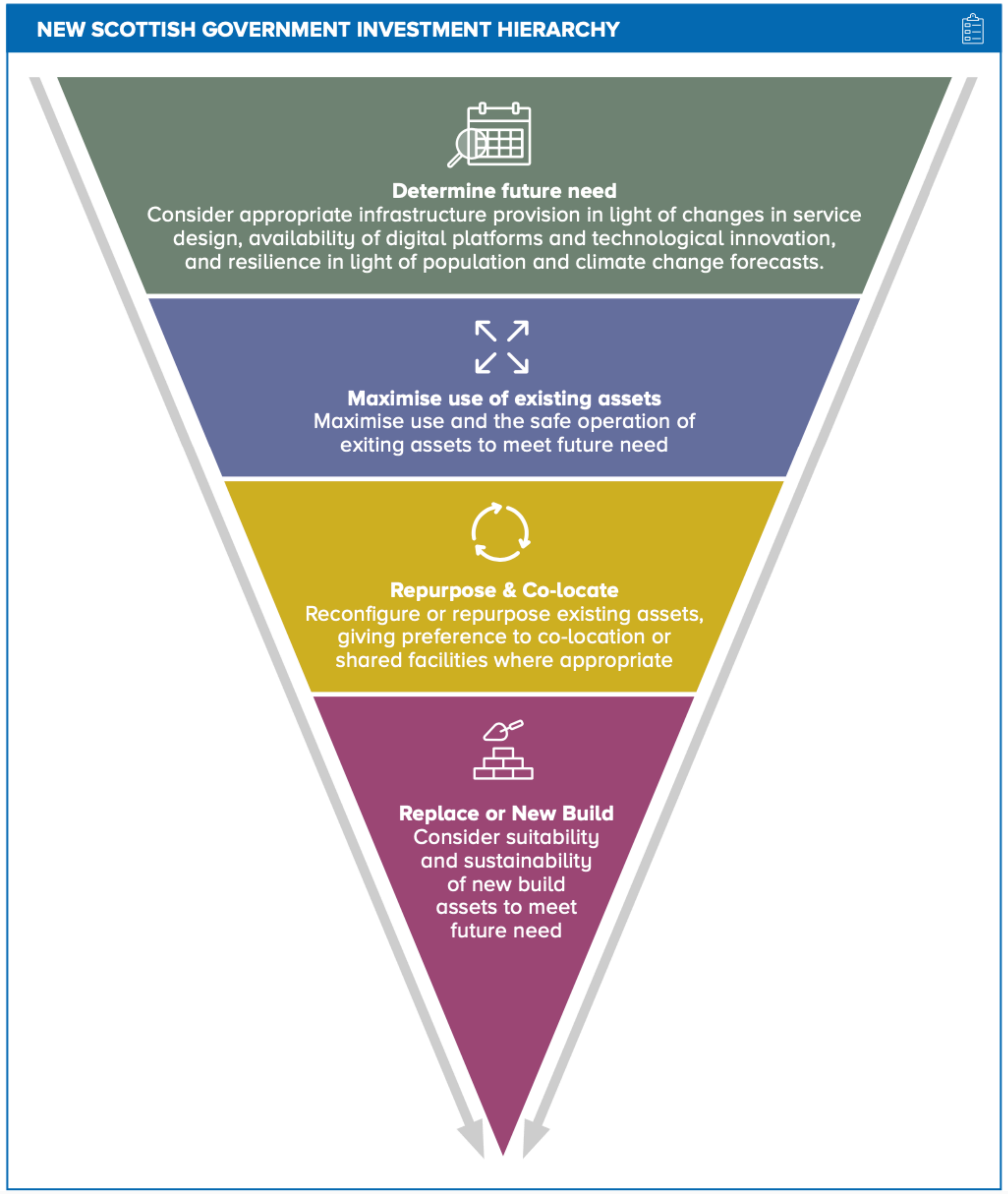


What's new in this IIP?

Two main changes

1. A new investment hierarchy

2. Natural infrastructure is now included in the definition of infrastructure



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TRANSPORT IN THE INFRASTRUCTURE INVESTMENT PLAN

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Transport in the IIP

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What the IIP promises and aims to deliver

IIP promises

- Key themes include “enabling net zero emissions and environmental sustainability”
- Commitment to “consider appropriate infrastructure provision […] in light of population and climate change forecasts” at the top of investment hierarchy
- Accepts the Infrastructure Commission’s recommendation to reprioritise the IIP against inclusive net zero carbon economy outcomes

BUT

IIP priorities for investment

- No additional funding for low carbon transport, aside from what has already been announced
- Road building programme to continue as before

Transport Projects in the IIP

Low Carbon

- Active travel (£500 million)
- Bus priority measures (£495 million)
- Continued investment in low carbon vehicle alternatives in public sector fleets
- Operation and maintenance of rail (£3.8 billion)
- Improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen and Central Belt
- Investment in ferries and ports (£580 million)
- Improvements to the rail network between Aberdeen and the Central Belt
- Progress Rail decarbonisation plan
- Low Emissions Zones (£17million)

High Carbon

- Bridge and roads maintenance (£1.5 billion)
- A9 dualling between Perth and Inverness
- Design and development work to dual the A96
- Construction of A77 Maybole Bypass and improvements to A92/A96 Haudagain junction
- Investment in Sheriffhall junction with the A720; cross Tay link road; Laurencekirk junction with the A90, Longman junction with the A9/A82; A9/A96 Inshes to Smithton connection

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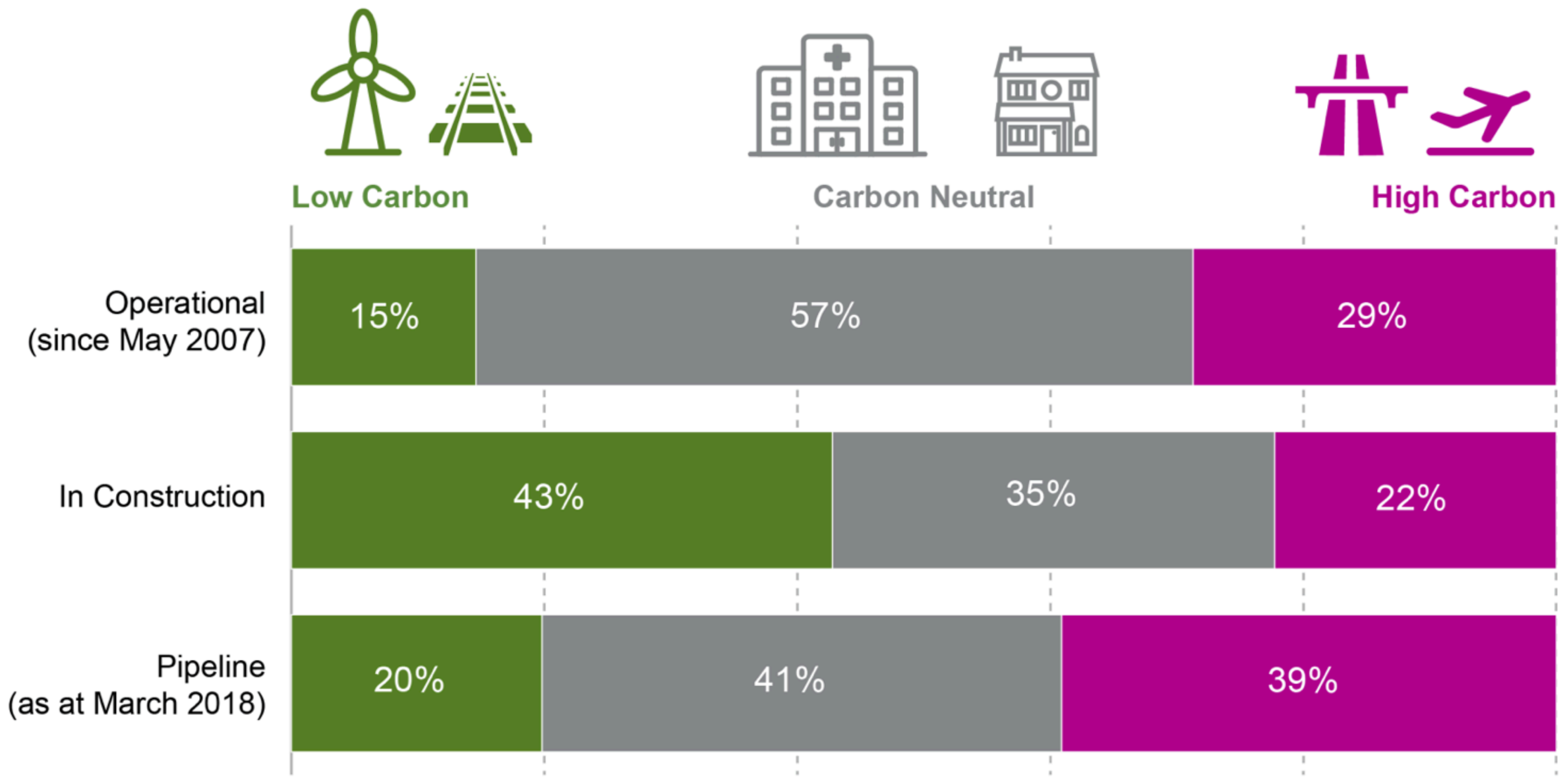
COMPARING HIGH AND LOW CARBON INVESTMENT IN THE INFRASTRUCTURE INVESTMENT PLANS

SPICe analysis of SG Infrastructure Projects disaggregated by High/Neutral/Low Carbon impact



Source: Infrastructure Investment Plan 2015 Project Pipeline Update (March 2018); SPICe analysis.

Source: SPICe (15/01/2019), 'Scottish Government infrastructure investment' briefing.

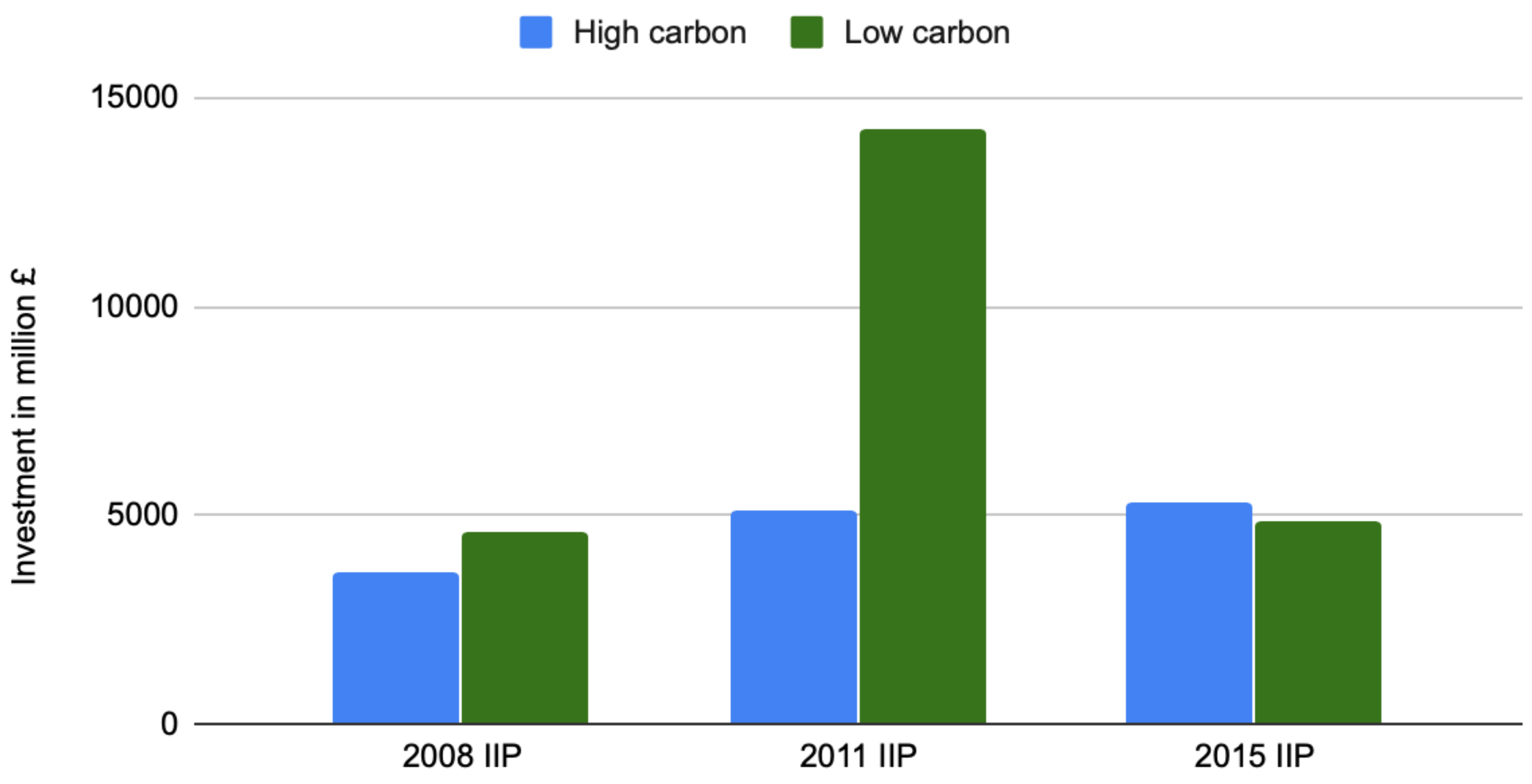
Transform analysis of SG Transport Infrastructure Projects disaggregated by High/Low Carbon Impact

Data problems:

- lack of consistency across IIPs regarding which projects are included the plans
- many projects have very unspecific cost estimates
- 2020 IIP is excluded due to nearly complete lack of cost estimates for road building projects

→ lack of consistency and lack of data make it nearly impossible to make any comparisons across time or between investment in high and low carbon impact projects

High and low carbon disaggregation for transport investment projected in 2008 to 2015 IIPs



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TRANSFORM COMMENTARY

Transform Commentary

- **Stronger focus on climate framing**: Commitment to new investment hierarchy and Infrastructure Commission's recommendations
- **Continued commitment to previously announced low carbon infrastructure projects** but also no new investment
- Numerous large scale road building projects remain an investment priority despite the new investment hierarchy
- The list of spending priorities remains the same as it has been for past years, **making** clear that the commitment to more sustainable transport investment is nothing more than warm words
- Almost complete lack of cost estimates for road building projects
- Inconsistency in which projects have been included in IIPs make it nearly impossible to compare spending priorities across years and the wide range of projects from committed to wish list projects obscure the purpose of the IIPs

PROPOSALS FOR ACTION

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Proposals for action

- Prepare detailed commentary on how the Draft Infrastructure Investment Plan fails to address the Climate Crisis and its own commitments to more sustainable infrastructure investment.
- Respond to the Draft Infrastructure Investment Plan Consultation
- Seek clarification on estimated cost for road building programme, contained in the draft IIP
- Pursue research on historical high/low carbon infrastructure investment
- Prepare 'Alternative IIP'

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ANNEX A:
TRANSPORT INVESTMENT IN THE DRAFT IIP

Transport Investment in the Draft IIP

Purpose	Plans
Decarbonising transport	We will aid the transformation of our surface-transport systems. We will invest: ■ Over £500 million over 5 years in active travel, the large majority of which will be for active travel infrastructure including reallocating road space in favour of walking, wheeling and cycling, encouraging active travel for shorter every day journeys. ■ £495 million towards the Programme for Government commitment to invest over £500 million in improved bus priority infrastructure to tackle the impacts of congestion on bus services, making journey times shorter and services more reliable, encouraging people to leave their cars at home and to take the bus. ■ Continue our investment to support public sector fleet alternatives to petrol and diesel vehicles. ■ Invest over £3.8 billion in the operation, maintenance and sustainable renewal of a high performing rail network for passengers and freight ■ Progress the rail decarbonisation action plan

Source: Scottish Government (24/09/2020), Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26

Transport Investment in the Draft IIP

Purpose	Plans
Strengthening Connectivity	We will ensure the right connections within Scotland and internationally. We will: ■ Invest over £500 million in completing the R100 programme, to extend full-fibre broadband to every household and business in all rural areas. ■ Double investment in bridge and roads maintenance: a programme of around £1.5 billion over 5 years to boost structural repairs and strengthen the network, improve road safety, deliver a range of improvements to our ITS infrastructure, and enhance key links such as the Tarbert to Inverarnan A82 section. ■ Deliver significantly improved rail services and accessibility to stations between East Kilbride and Glasgow, and Aberdeen to Central Belt, to meet growing demand, drive more usage and decarbonise rail passenger and freight services. ■ Deliver phased dualling of the A9 Perth to Inverness road. ■ Continue design and development work to dual the A96. ■ Complete construction of the A77 Maybole Bypass and improvements to the A92/A96 Haudagain junction. ■ We will produce and maintain a long-term plan and investment programme for new ferries and development at ports to improve resilience, reliability, capacity, and accessibility, increase standardisation, and reduce emissions to meet the needs of island communities, supported by investment of at least £580 million during the next 5 years.

Source: Scottish Government (24/09/2020), Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26

Transport Investment in the Draft IIP

Purpose	Plans
Supporting long-term inclusive and sustainable growth	We will invest for growth that benefits all people, in both rural and urban areas by: ■ Investing £525 million, aligned with local authority and UK Government funds, to deliver the next five years of £5 billion city region and regional growth deals. These investments will help drive inclusive growth that will deliver significant and lasting economic benefits for individuals, businesses and communities across Scotland, and benefit Scotland as a whole, creating thousands of jobs and up-skilling local labour markets in: Glasgow City Region; Aberdeen City Region; Inverness and Highland; Edinburgh and South East Scotland; Stirling and Clackmannanshire; Tay Cities; Ayrshire; Borderlands; Moray; Argyll and Bute; Falkirk; and the Islands. ■ The Deals are supplemented by complementary and additional investment in key road sections and links: Sheriffhall junction with the A720 in Edinburgh; cross Tay link road; Laurencekirk junction with the A90, Longman junction with the A9/A82; and the A9/A96 Inshes to Smithton connection, as well as improvements to the rail network between Aberdeen and the Central belt. We will deliver a range of economic, environmental and social measures for the benefit of rural Scotland through £100 million funding for the Scottish Rural Development Programme. We will invest £30 million in delivering the National Islands Plan, supporting a range of areas, including tourism, infrastructure, innovation, energy transition and skills – informed by our learning of how island communities have responded and adapted to COVID-19. This will include specific ringfenced funding for capital projects on islands relating to netzero and green recovery objectives, creating highquality, skilled, green jobs in some of our most remote and vulnerable communities.

Source: Scottish Government (24/09/2020), Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26

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Transport Investment in the Draft IIP

Purpose	Plans
Creating better local places	We will build on our "Place Principle" to promote place-based economic development and cohesion, ensuring all city, town, village and island communities can thrive by establishing a Place Based Investment Programme. ■ As part of this programme we will invest £275 million to support community led regeneration and town centre revitalisation, including the repurposing of buildings, maintenance and repairs, reallocating external space and community led land acquisition. This will build on the Regeneration Capital Grant Fund and the ongoing work on Clyde Gateway. We will continue to address the inequalities of land ownership through a 5 year Scottish Land Fund programme of £40 million. We will develop a £35 million new, open-access, digital planning system. We will invest £17 million over the next three years to support the introduction of Low Emission Zones into Scotland's 4 major cities.

Source: Scottish Government (24/09/2020), Draft Infrastructure Investment Plan for Scotland 2021-22 to 2025-26