

IS THE GOVERNMENT SERIOUS?

WHAT EXPERTS SAY ON TRANSPORT, CLIMATE & ACTIVE TRAVEL

“It is imperative that emissions from this sector (transport) are driven down”

Scottish Government Climate Change Programme 2nd Annual Report, 2007-8

“Transport is the poorest performing area in terms of sustainable development” and, within this badly performing area, ***“Active travel (walking and cycling) is in relative decline...”***

Sustainable Development Commission's *Review of Progress by the Scottish Government*, November 2008

Note - Professor Tim Jackson of the SDC is speaking today.

“The government (should) look carefully at the proposals by Spokes and other environmental organisations ... Consideration should be given to additional funding for walking and cycling.”

Scottish Parliament Transport, Infrastructure and Climate Change Committee, Report on Draft Budget 2009-10

10% of transport investment should go to walking and cycling

Association of Directors of Public Health, Institute of Highway Engineers, and others in 'Take Action on Active Travel' at www.adph.org.uk.

Technology alone will not solve the problem, and some of its benefits will be taken up in increased travel. Behavioural change is essential – and the public is ready for it.

Professor Stephen Stradling, Transport Research Unit, Edinburgh Napier University.

An immediate improvement in conditions for walking and cycling is a 'quick win' which should be pursued at once, in parallel with developing the technologies and infrastructure for future non-carbon motorised transport.

Lord Adair Turner, Head of the UK Advisory Committee on Climate Change [paraphrased from Edinburgh University lecture, Feb 2009]

WHAT THE SCOTTISH GOVERNMENT IS DOING...

- ◆ **Cycling investment from all main sources, including councils, is equivalent to under 1% of Government transport spending**, around £3-£4 a year per head. European areas achieving high cycle use typically invest £10-£20 per head.
- ◆ **Total cycle investment is falling, as a direct result of government decisions.** *This is mainly due to:* a massive cut for Sustrans; and transfer of capital from RTPs to Councils, who invest less of it in cycling [fuller explanation in Spokes Bulletin 104].
- ◆ **The Scottish Government has set a European-style target of 10% of all journeys to be by bike in 2020**, yet funding remains at miserable levels, wholly at odds with such countries. Moreover, this target was omitted in the Scottish Government's *Climate Change Delivery Plan*, despite the huge emission reduction demands of the Climate Change Act.
- ◆ **The main budget lines contributing to walk/cycle have been more or less frozen at a total of £20m p.a. for 3 years.** Yet trunk road spending **increases** by £223m over the same period, from £929m in 08/09 to £1153m in 10/11. More trunk road capacity leads to dispersed communities, more and longer-distance travel, and so increased emissions. Cycling investment could be **doubled** by less than **2% reduction in trunk road spend** – indeed less than 10% reduction in the trunk road **increase**.

The Minister is in denial about cycling investment: *please tell him so!!*

What Cabinet Secretary John Swinney may say...

“We are developing 'Smarter Choices' towns.” Correct and good – **but** this is in effect paid for by a similar cut in Sustrans funding. Effectively it is a transfer *to* walk/cycle/publictransport *from* walk/cycle - a major net loss to cycling investment.

“We are developing a Cycle Action Plan.” Correct and good – **but** there is no commitment to investment. The Action Plan is in any case very overdue, and allows the SNP government a full period of office with low - and declining - cycle investment.

“We invest in cycling from many different budgets” ... Correct and good – **but** the total is almost certainly under £20m. This is clear from Spokes research, which the independent Scottish Parliament Information Centre called *“the most comprehensive analysis of funding for Scottish cycling projects.”* In any case, whether it is £18m, £20m or £22m hardly matters – all are way below the levels invested per head in the European towns, cities and countries which Scotland's target aims to move towards.

What the Transport Minister has already said [nearly 18 months ago]...

“With a modal share for cycling of just 1% we clearly have to do much more if we are to emulate our European neighbours who enjoy 10% to 30% modal share” [Herald 14.5.08]. Yes - what we see is **talk** - whilst **investment** falls.

FURTHER INFORMATION – see Spokes submission to the Scottish Parliament on the draft 2010-11 budget and our funding research [in Spokes Bulletin 104] – all at www.spokes.org.uk.

SPOKES *the Lothian Cycle Campaign*

www.spokes.org.uk St. Martins Church, 232 Dalry Road, Edinburgh EH11 2JG 0131.313.2114 [answerphone] spokes@spokes.org.uk