

SP **KES**

the Lothian Cycle Campaign

Scottish cycle funding from all main sources - Spokes annual survey [14 years]

“the most detailed and comprehensive overview of annual public sector cycle expenditure”

**Scottish Parliament Information Centre [SPICe]
Briefing 10/62 – Cycling in Scotland**

WHY THE SURVEY??

- Spokes realised 15 or so years ago that cycling investment by Edinburgh Council depended increasingly on transport funding streams and rules from the Scottish Office [now Scot Govt].
- As capital funding got tighter councillors became more reluctant to put money into cycling if it could be used for non-cycling or non-transport purposes.
- It was similar in all councils – and probably even worse in areas with no local bike campaign.
- Our survey aims to get the facts on what is happening, and so provide lobbying material.

HOW IS IT DONE??

Background note - most cycle investment is through councils, though funding is often from 'outside' sources e.g. Sustrans.

Biggest survey task – survey all mainland councils
What they have invested in cycling in the previous year, and the source of the funds used.

Also request information from relevant others e.g.

- Regional Transport Partnerships
- Scottish Government sustainable transport team
- Sustrans
- Transport Scotland [trunk road cycling investment] – *usually no reply*
- Climate Challenge Fund

HOW RELIABLE IS IT??

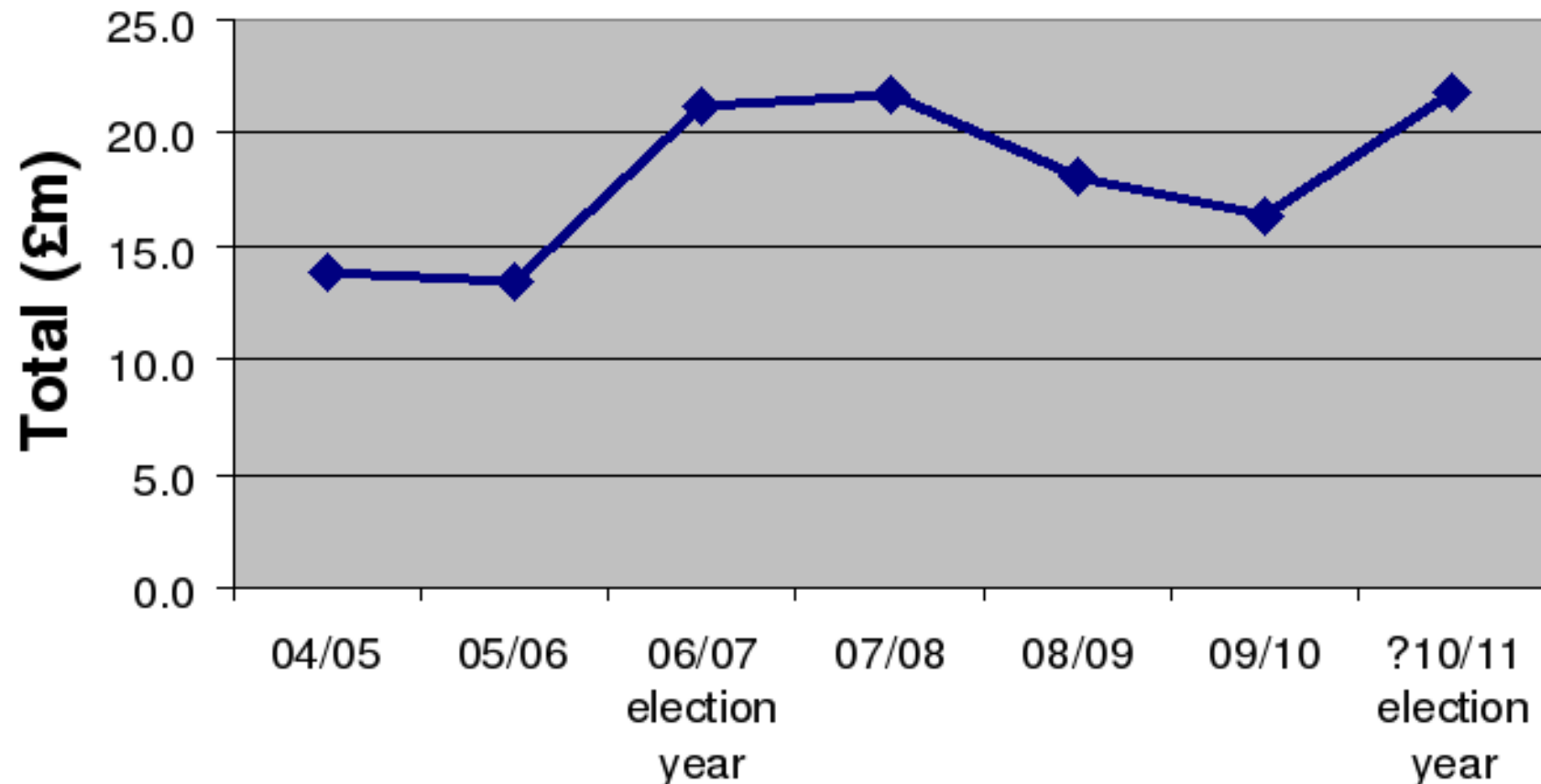
- *“the most detailed and comprehensive overview of annual public sector cycle expenditure”*

[SPICe report]

BUT...

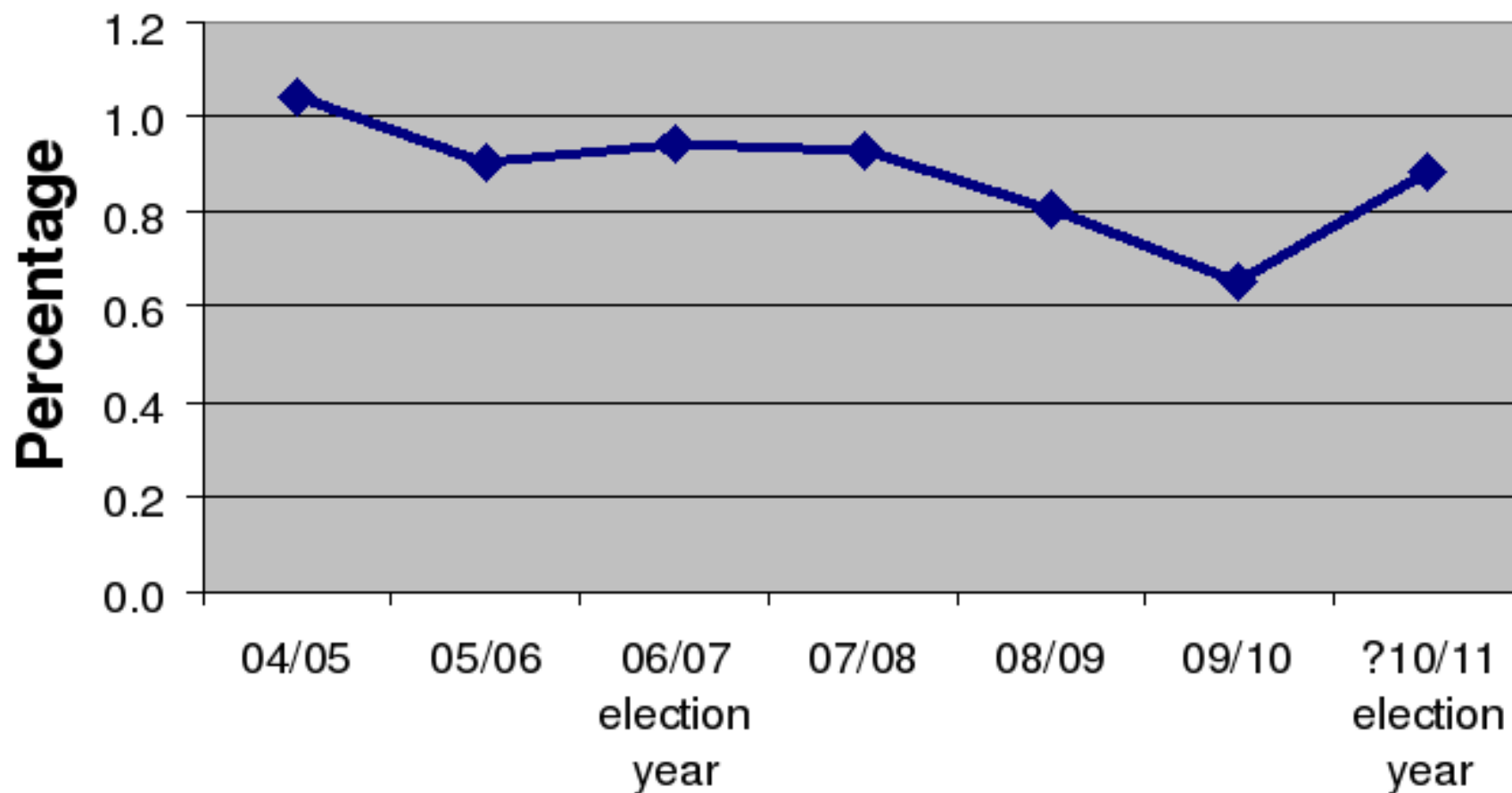
- **Total accuracy impossible.** e.g. How separate out the cycling cost element of a bus corridor with cycling facilities?? Many such problems.
- But should be **reasonably consistent year to year** and should **identify national trends.**
- That is the aim – it is *not* to suggest definitive conclusions about individual councils.

Scottish Cycling investment - total of all main sources [*cash terms*]

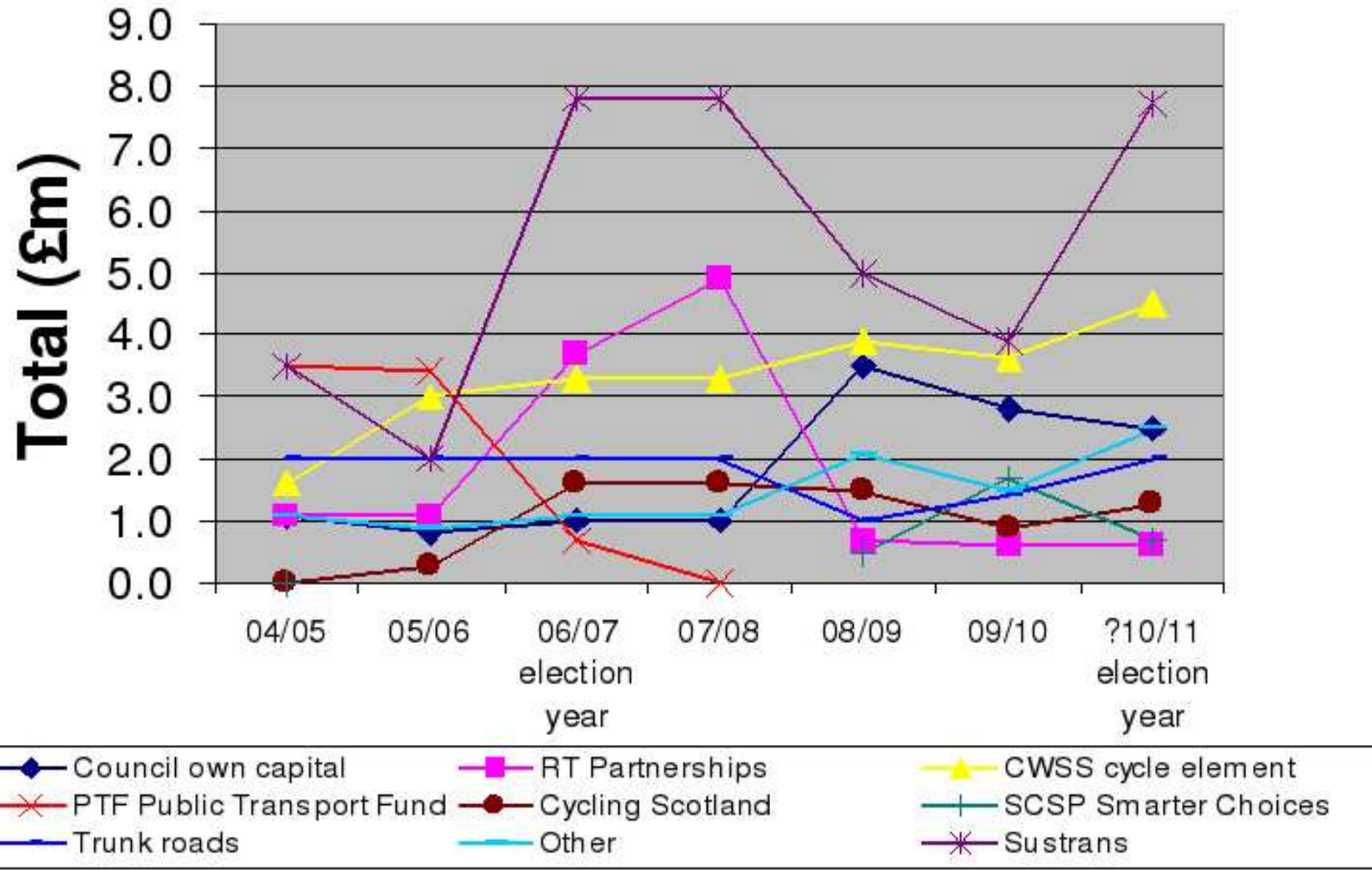


This year's data is provisional so is labelled ?10/11

Scottish Cycling investment - total as % of SG transport budget



Scottish Cycling investment - all main sources [*cash terms*]

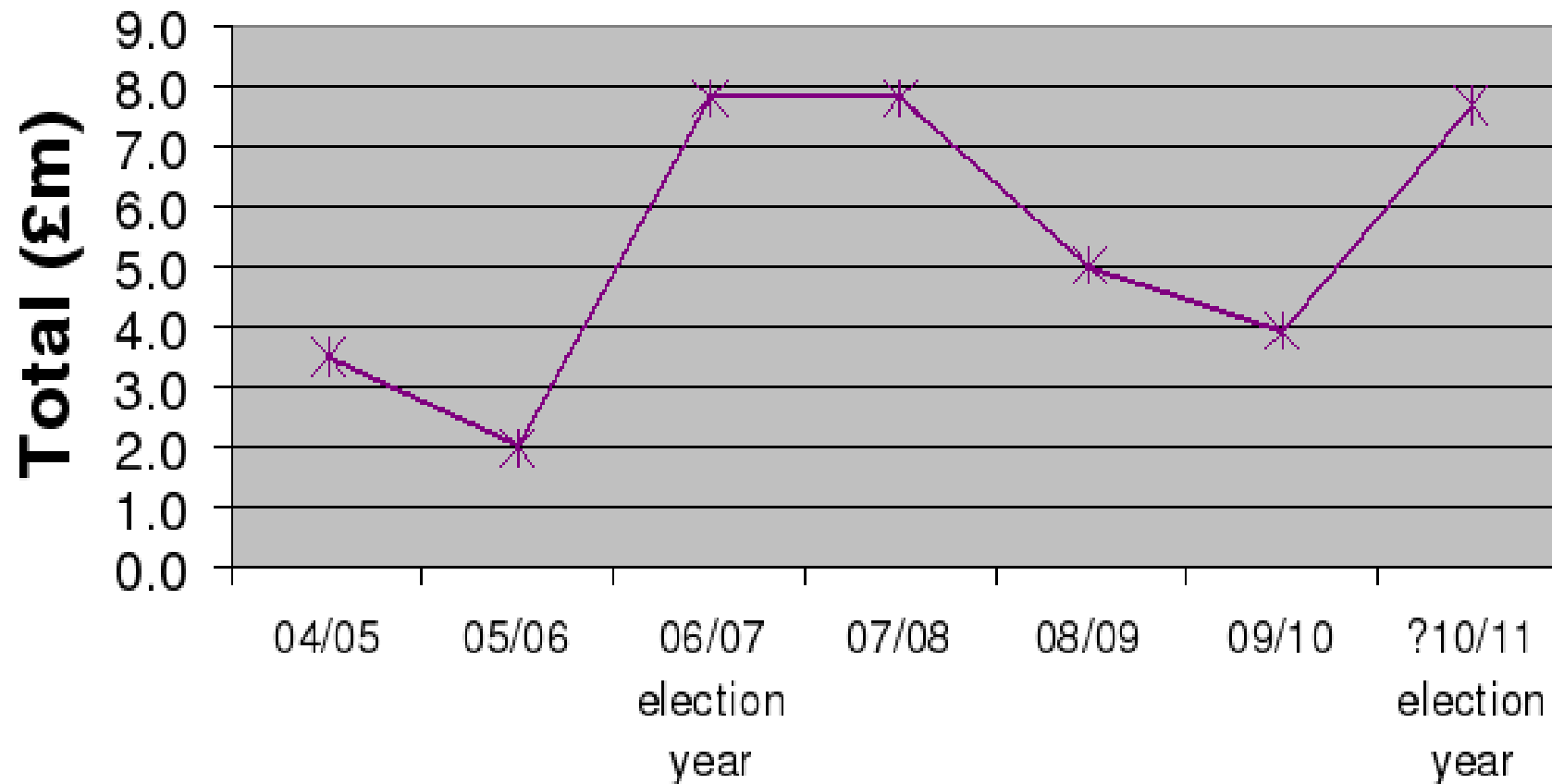


Sustrans investment with local authorities and others

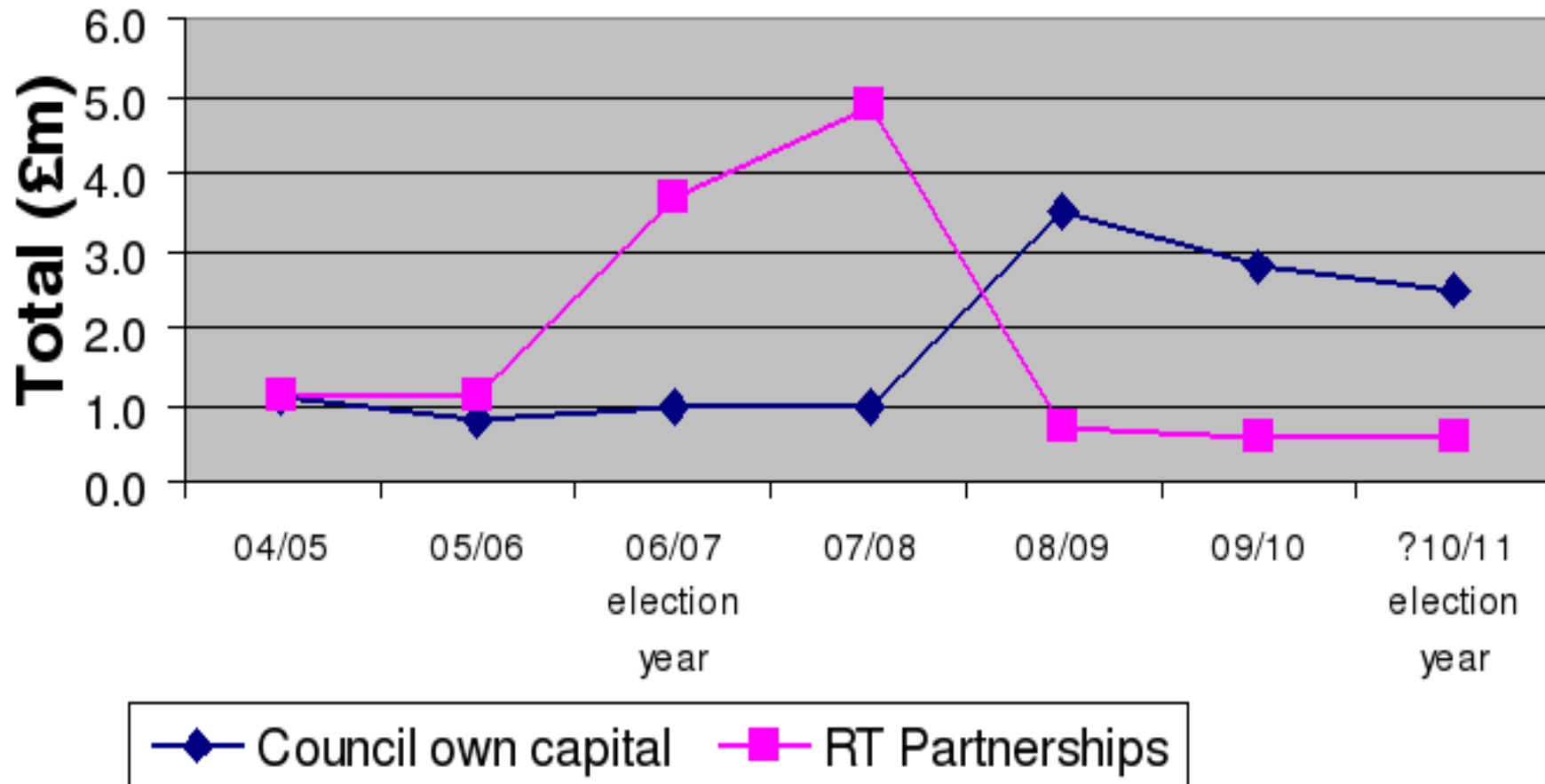
“High standard, on budget and in tight timescales”

Nicol Stephen MSP when he was
Scottish Transport Minister

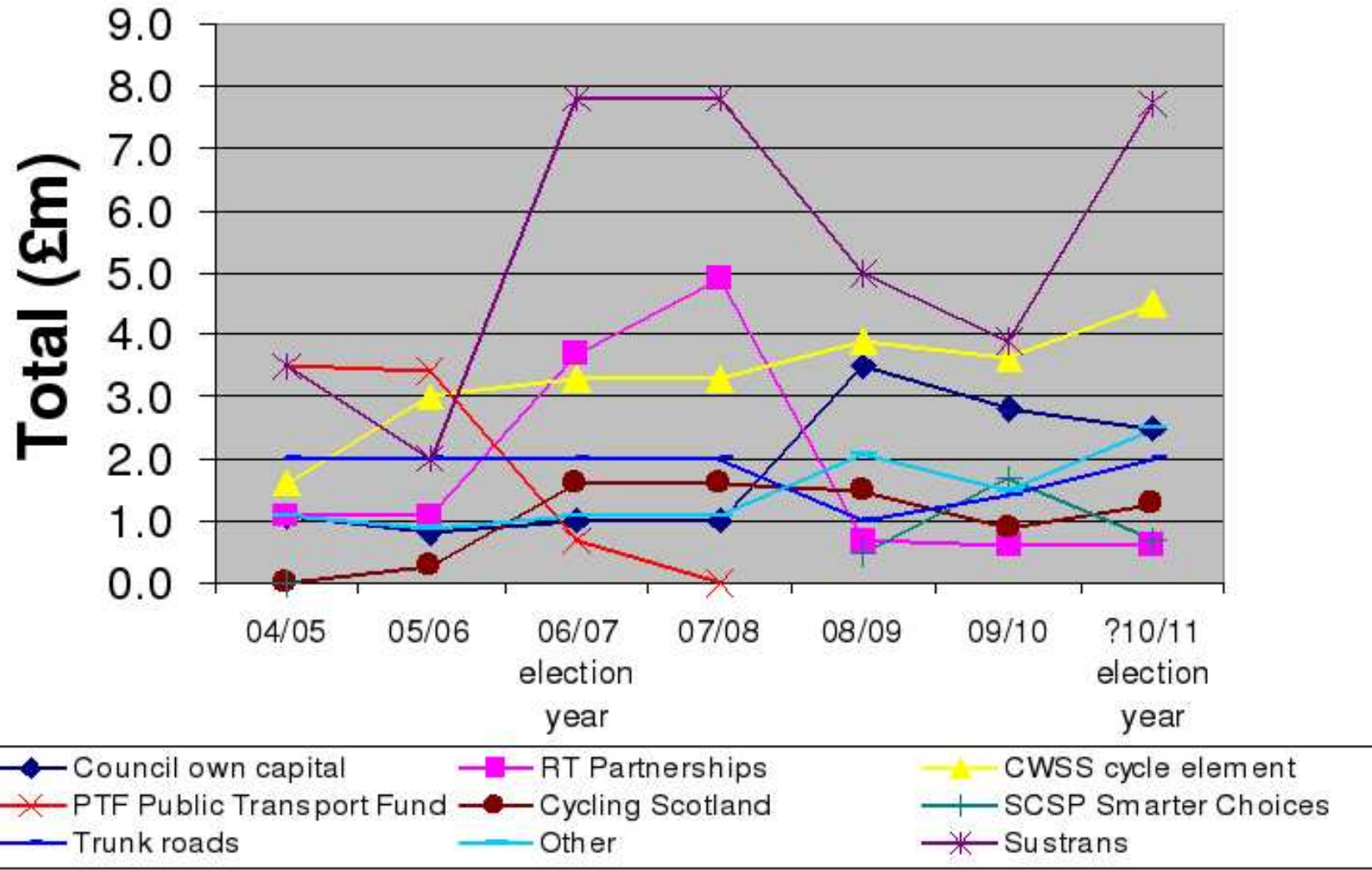
Scottish Cycling investment - *the Sustrans switchback*



Scottish Cycling investment - *example of hidden impacts*



Scottish Cycling investment - all main sources [*cash terms*]



CONCLUSIONS .. 1

Only *dedicated funding* brings serious local cycle investment

Biggest investment sources/types so far:

- **Sustrans** – *matched* funding to councils etc
- **RTPs** – regional sustainable *transport* funds
- **Public Transport Fund** – *bidding* fund
- **CWSS** – *automatic* cycle/walk funds

Most disappointing source over the years:

- *Local authority discretionary capital*

CONCLUSIONS .. 1 (ctd)

Only dedicated funding brings serious local cycle investment

Spokes 2011/12 budget proposal:

- **£10m council fund - modified CWSS**
- **£10m Sustrans/CS – approx as 2010/11**
- **£30m active travel bidding fund – open to councils, RTPs, BW, rail, any organisation**

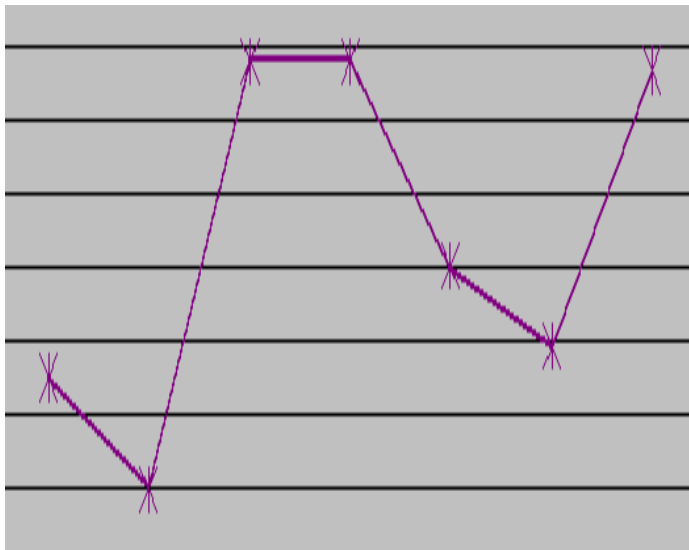
TOTAL: 2% of current transport budget
A modest suggestion given the 10% target!

CONCLUSIONS .. 2

Politicians become more sensitive to pressure as elections approach

Remember the Sustrans switchback?

Easy to cut, easy to restore – ideal for politicians!



Lib/Lab 2005 mid-term CUT

- > **Pressure:** Spokes survey / Lib Dem conference motion
- > **2006 massive funding RISE**

SNP 2008/9 mid-term CUT

- > **Pressure:** Spokes survey / SP TIE cttee / SDC / CAPS
- > **2010 funding UP AGAIN!!**

CONCLUSIONS .. 3

Top politicians can have a big effect – by *detailed attention and by setting priorities.* It's often the person not the party.

***Example:* Scotland under Labour ...**

- Transport Minister **Sarah Boyack MSP** [now a Spokes member!!] introduced CWSS fund [first semi-dedicated cycling fund] and changed PTF rules so that bids for public transport schemes had a better chance of approval if they integrated cycle/walk.
- Subsequent transport Ministers **Iain Gray MSP & Wendy Alexander MSP** scrapped PTF, didn't realise this would affect cycle investment, and weren't interested when we pointed it out.

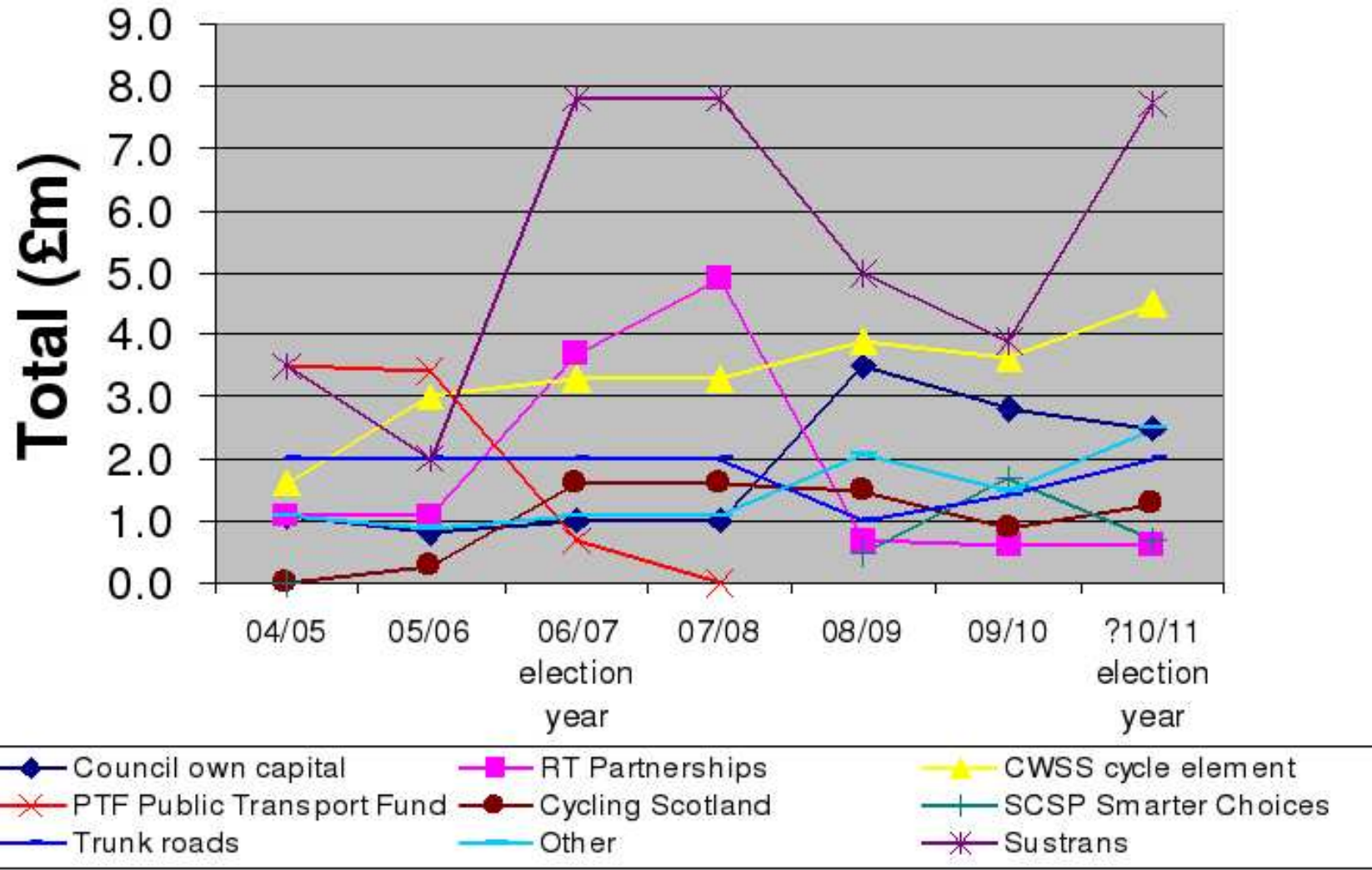
CONCLUSIONS .. 4

Campaign groups can *identify* and *highlight* issues that are significant but below the radar

Spokes example:

- Public Transport Fund and RTPs were major sources of cycling investment - removing their funds meant slashing cycling [PTF was the *biggest* 04-06 source and RTPs the *second biggest* in 06-08].
- Most politicians were unaware of this because the funds didn't have 'cycling' in their title.

Scottish Cycling investment - all main sources [*cash terms*]



Scotland/England comments - 1

- Our annual funding survey soon identified that *the biggest single influence on cycle investment by Scottish councils is: the **dedicated cycling and transport funding streams available from government and their detailed rules.***
- Therefore to achieve widespread *local* success, *national* lobbying is vital [as well as local].
- National lobbying far easier for local groups than in England. Much smaller population - everyone closer to government.

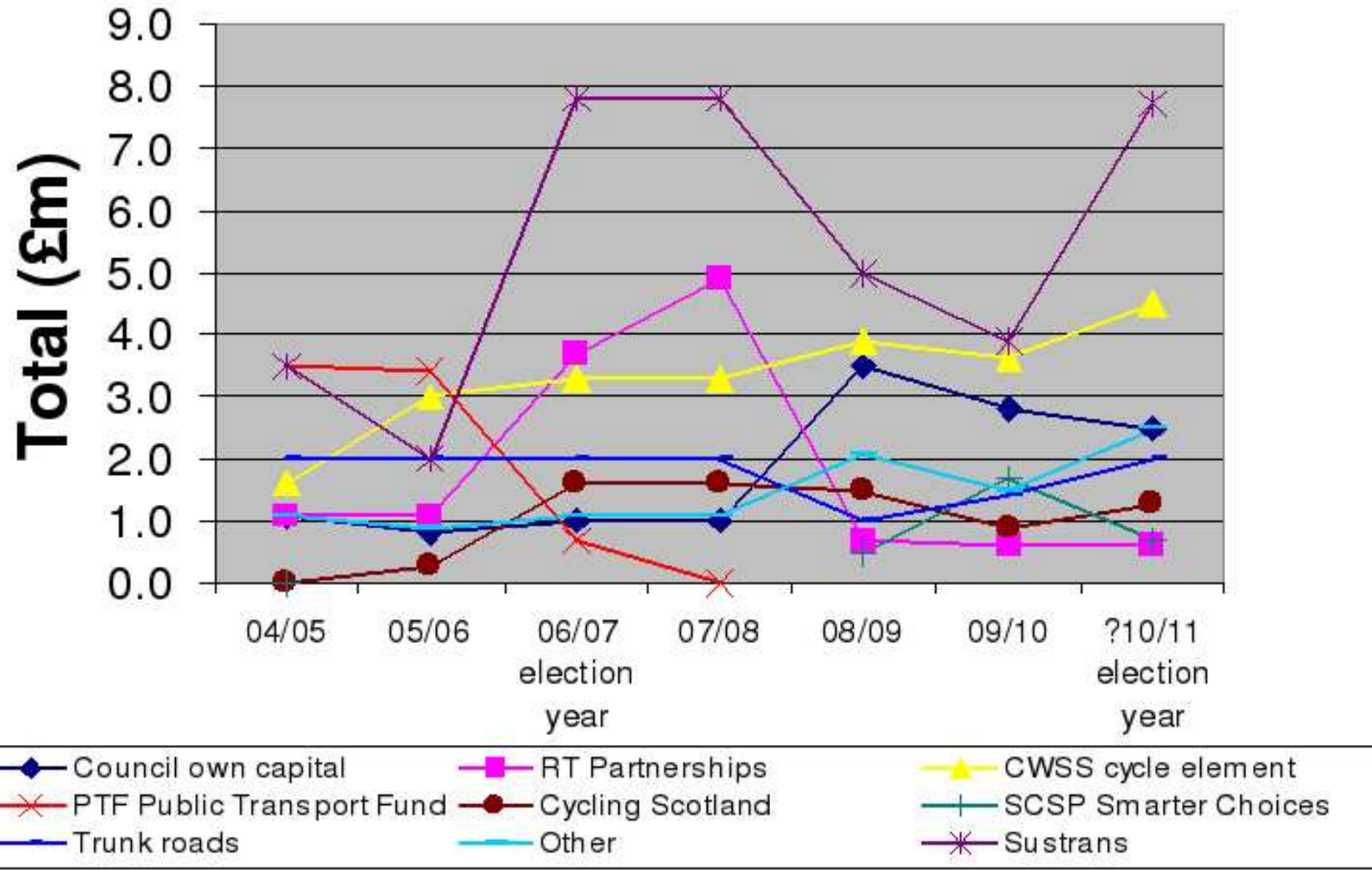
Scotland/England comments - 2

- [useful precedent for England right now?] Don't look only to '**cycling**' funds. Much cycling investment can also come from wider '**transport**' funds if the rules are right: so lobby for that! *Examples...*
- Former **Public Transport Fund** - was *biggest* cycling investment source 04-06 after Transport Minister Sarah Boyack MSP changed its rules to favour PTF bids which integrated cycle/walk.
- **Regional Transport Partnership** capital funds in 06-08 were the second biggest cycle funding source - until removed by present Scottish govt.

Scotland/England comments – 3&4

- **Even a ‘cycling’ fund may be of no benefit if the rules are too loose** e.g. Some councils spent £0 of their *Cycling, Walking, Safer Streets* grant on cycling till the rules were tightened.
- **Removal of ring-fencing from cycling funds (or from relevant transport funds) is likely to be disastrous.** e.g. transfer of Regional Transport capital to councils (to use for anything) cut cycling investment badly.
- **Final thought** - If the government sets a target for bike-use, they should ensure it is funded!!

Scottish Cycling investment - all main sources [*cash terms*]



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