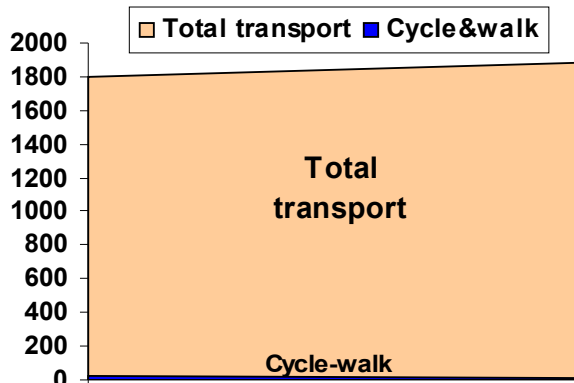


CYCLING AND WALKING : a Scottish Government 2012-13 disaster

The Scottish Government draft 2012-13 budget is a disaster for walking and cycling. Transport spending rises from £1804m in 11-12 to £1884m in 12-13, thanks to a near £100m boost for trunk roads and motorways from £558m to £655m. **In contrast to that huge and growing total, the meagre sums for active travel are slashed to around £12m-£13m.**



2011-12 Budget (£m) 2012-13

Based on the draft budget and further detail extracted from the government by MSPs we estimate cycle/walk funding will be cut from an already miserable 1.21% of total transport spending in 10-11, down to 1.03% in 11-12, and to a mere 0.67% in 12-13. **Growth in trunk road spending, astonishingly, will be 8 times the total 12/13 active travel investment.**

MANIFESTO NO



The SNP 2011 election manifesto is devastated by the draft budget.

Manifesto promise: "increase the proportion of transport spending on ...active and sustainable travel"

Budget reality: active travel proportion is cut to a near-invisible 0.67%.

**Lobby your MSPs about the budget
Remind them of the SNP manifesto!!
www.writetothem.com**

WHY FUND WALKING/CYCLING? ... the government already knows why!!

- It was **government** who set a 2020 target of 10% of trips by bike [Cycling Action Plan for Scotland].
- Government knows the **emissions** reasons - they **included the 10% cycle target** as a milestone towards statutory emissions targets in *Low Carbon Scotland*.
- Government knows the **public health and obesity** reasons - **they included the 10% cycle target** in the national strategy to combat obesity.
- Admittedly they haven't bothered to study the **employment** reasons; yet cycle projects are much more effective than trunk road projects in jobs terms.

The equivalent of **one small/medium £10-£20m trunk road upgrade** in one small part of Scotland would fund **multiple cycle projects in every Scottish council**, bringing safe and welcoming active-travel infrastructure for everyday work, shopping, leisure and school trips for many thousands of people – not to mention the extra construction and maintenance jobs compared to roads.

THE SMALL PRINT

Disgracefully, cycling/walking are considered too insignificant to have their own 'line' in the budget [MSPs recommend the government does this – see below]. Instead active travel forms part of several other lines, allowing the government to disguise cuts unless the full facts are outed through pressure and scrutiny.

* About 40% of the **CWSS budget line** goes to cycling, and much of the rest to walking. CWSS, which is used by councils, is cut from £9m in 10/11 to £7.5m in 11/12 and £6m in 12/13.

* In 10/11 active travel got ~£11.5m of the **SAT budget line** – this was cut to £9m in 11/12 and probably <£3.5m in 12/13. SAT money helps fund Sustrans projects (eg canal), Bike Station, etc.

* The new **FTF budget line** may provide around £1m in 12/13.

WHAT MSPs SAY

In their report on the draft budget, the **all-party MSP Infrastructure Committee** says, "**the best estimate of funding levels for active travel is provided by Spokes.**" They recommend "a separate budget line for active travel" and funding "to address the 10% cycling mode target." **But, will Ministers pay attention? - ASK YOUR MSPs!!**

FURTHER INFORMATION

For more *evidence* see Jan 2 and Dec 15 news items at www.spokes.org.uk - especially update briefing to MSPs.

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