

**SP  KES**

**the Lothian Cycle Campaign**

# **Scottish Government draft budget 17/18**

- A. What's in the budget for AT?**
- B. What was promised / 'envisioned'?**
- C. Where could more cash come from?**

# Total AT cash in the draft budget

Funding for active travel will total approximately £39 million.

Draft budget 17/18, page 132

- AT funding is mixed into several 'lines' in the budget, making it impossible to ascertain the total. So, after several years of complaint, the budget now includes this summary sentence showing (approximately) the expected AT total.
- £39m is 1.6% of the £2,375m transport budget.

## Central Government Grants to Local Authorities

**Table 11.15: Detailed Spending Plans (Level 3)**

Level 3	2016-17 Draft Budget £m	2016-17 Budget £m	2017-18 Draft Budget £m
Regional Transport Partnerships	16.0	16.0	20.1
Cycling, Walking and Safer Routes	5.9	5.9	7.4
<b>Total</b>	<b>21.9</b>	<b>21.9</b>	<b>27.5</b>
<i>of which:</i>			
DEL Resource			
DEL Capital	21.9	21.9	27.5
AME			

## Other Transport Policy, Projects and Agency Administration

**Table 11.13: Detailed Spending Plans (Level 3)**

Level 3	2016-17 Draft Budget £m	2016-17 Budget £m	2017-18 Draft Budget £m
Transport Information	1.2	1.2	1.2
Agency Administration Costs	17.8	17.8	17.4
Strategic Transport Projects Review	1.0	1.0	3.6
Support for Freight Industry	0.8	0.8	1.3
Scottish Canals	10.0	10.0	11.1
Support for Sustainable and Active Travel	35.9	36.0	33.9
Future Transport Fund	20.2	20.2	25.3
Travel Strategy and Innovation	25.3	25.3	40.1
Road Safety	3.0	3.0	3.0
Edinburgh Tram Inquiry	2.5	2.5	1.5
<b>Total</b>	<b>117.7</b>	<b>117.8</b>	<b>138.4</b>
<i>of which:</i>			
DEL Resource	54.6	54.6	54.7
DEL Capital	56.1	56.2	78.7
DEL Financial Transactions	7.0	7.0	5.0
AME			

# How SSAT & FTF contribute to active travel

If you really are desperate for these details, see Spokes website, budget article [19.12.16]

**SSAT [Sustainable and Active Travel]** 16/17 £36m -> 17/18 £33.9m [table 11.13]

The £33.9m SSAT is split into £20.4m capital and £13.5m revenue [[Level 4 spreadsheet](#)] but it is not yet known how much of each will go to AT. In 16/17 AT was expected to receive roughly £14m capital and £8.5m revenue from the £36m total. The remaining SSAT cash goes to other 'sustainable transport' such as electric vehicles, car clubs and bus innovation – in the past, some even went to the costly Glasgow Fastlink bus scheme.

**FTF [Future Transport Fund]** 16/17 £20.25m -> 17/18 £25.3m [table 11.13]

This capital fund covers very similar areas to SAT, with roughly half going to AT in 16/17, the remainder to bus developments and rail freight.

As in previous years, we fail to see the logic of the SAT/FTF split – much more sensible would be to replace the SAT and FTF budget lines by one budget line for *active travel* and one for *other sustainable transport*.

# Further complications...

**AT gets some cash on top of the £39m, e.g. ...**

- trunk road cycle schemes (? £2m p.a. from trunk road budget)
- ‘smarter choices’ cash, to encourage modal shift

**But not all the £39m goes to AT !! e.g. ...**

- some of the CWSS cash goes to traffic management
- some Sustrans cash goes to ‘placemaking’

**Overall, £39m is probably a reasonable estimate**

## **B. What was/is promised / 'envisioned'**

- In 2009 the Scottish Government announced a 'vision' that, by 2020, 10% of all journeys in Scotland would be by bike
- This would be delivered through the Cycling Action Plan for Scotland
- In 2009 that target was tough but probably realistic, on the basis of European and other evidence - if it had been accompanied by substantial and consistent investment
- But the level of investment then and subsequently remained way below what was needed to meet the vision.



We have put in place record investment in cycling and walking and will continue to do so over the life of the next Parliament. We will implement our national walking strategy and we are determined to meet our vision of 10 per cent of everyday journeys being made by bike by 2020. We will review the Cycling Action Plan for Scotland

SNP 2016 Holyrood election manifesto...  
“***determined***” to meet the 2020 vision

# CAPS3, 2017-2020

## Cycling Action Plan for Scotland

### Foreword

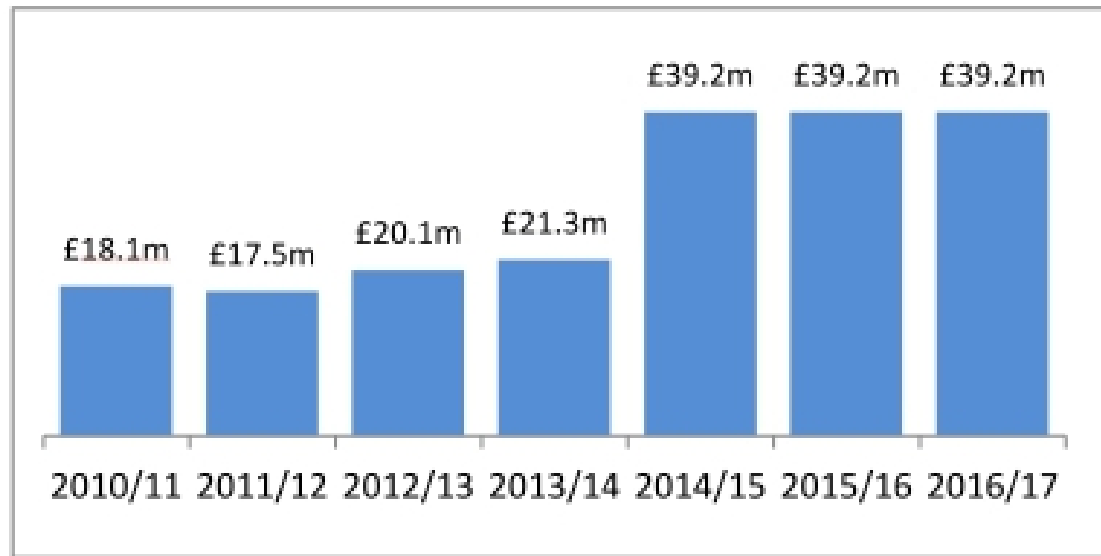
by Minister for Transport and Cllr Stephen Hagan

This third iteration of the Cycling Action Plan for Scotland (CAPS) is the most progressive, representing six years of shared work by partners and an unshakable commitment to the 2020 vision. However, we cannot be complacent and reaching

An “*unshakeable*” commitment to the 2020 vision

# CAPS3, 2017-2020

To put this funding into perspective, this Scottish Government has increased the budget for active travel since 2010 by just over 116%. The graph below outlines funding since 2010 when the first Cycling Action Plan for Scotland was published:



We have, however, committed to record levels of funding to 2021 as outlined in the Programme for Government. From 2014/15 – around £280 million over seven years, not including the match funding that local authorities and other key partners contribute, will be invested in active travel projects.

# “Record funding”

- But £39m is just 1.6% of the total transport budget
- £39m a year for *all active travel* equates to something like £4-£5 per head *cycling investment*, perhaps £6 if Scottish councils' own cycling investment is added
- The norm for European towns and cities which have achieved substantial levels of cycle use is around £20 per head. In Scotland that equates to £105m, around 5% of the transport budget [to cover cycling only, not all AT]
- CAPS3 promises “£280m over 7 years” from 2014/15 - that implies no increase in the £39m p.a. during the whole of this Parliament up to 2021.

# “Unshakeable” 2020 vision

- Currently 1.2% of all trips in Scotland are by bike [2015 SHS data]
- Given the funding levels we have seen and are seeing, it is now **impossible** for the Scottish Government to achieve 10% of all trips by bike in 2020
- ... and they must know it.

# 2020 vision - the evidence

2010. A more than seven-fold increase in national cycling modal share in a four year period would be unprecedented anywhere. Given this, it seems clear that the vision of 10% of everyday trips in Scotland being made by bike by 2020 will not be met.

Scottish Parliament Info Service, SPICe, Bulletin 16-33

be travelled. The level of modal shift remains theoretically possible, but requires a significant shift in resources and behaviour, and a speed of modal shift not in evidence in any other country to date, at least when measured at a national level.

Cycling Scotland analysis, June 2016

For a more detailed commentary and other evidence, see the Spokes pre-budget submission on our website

# A realistic target

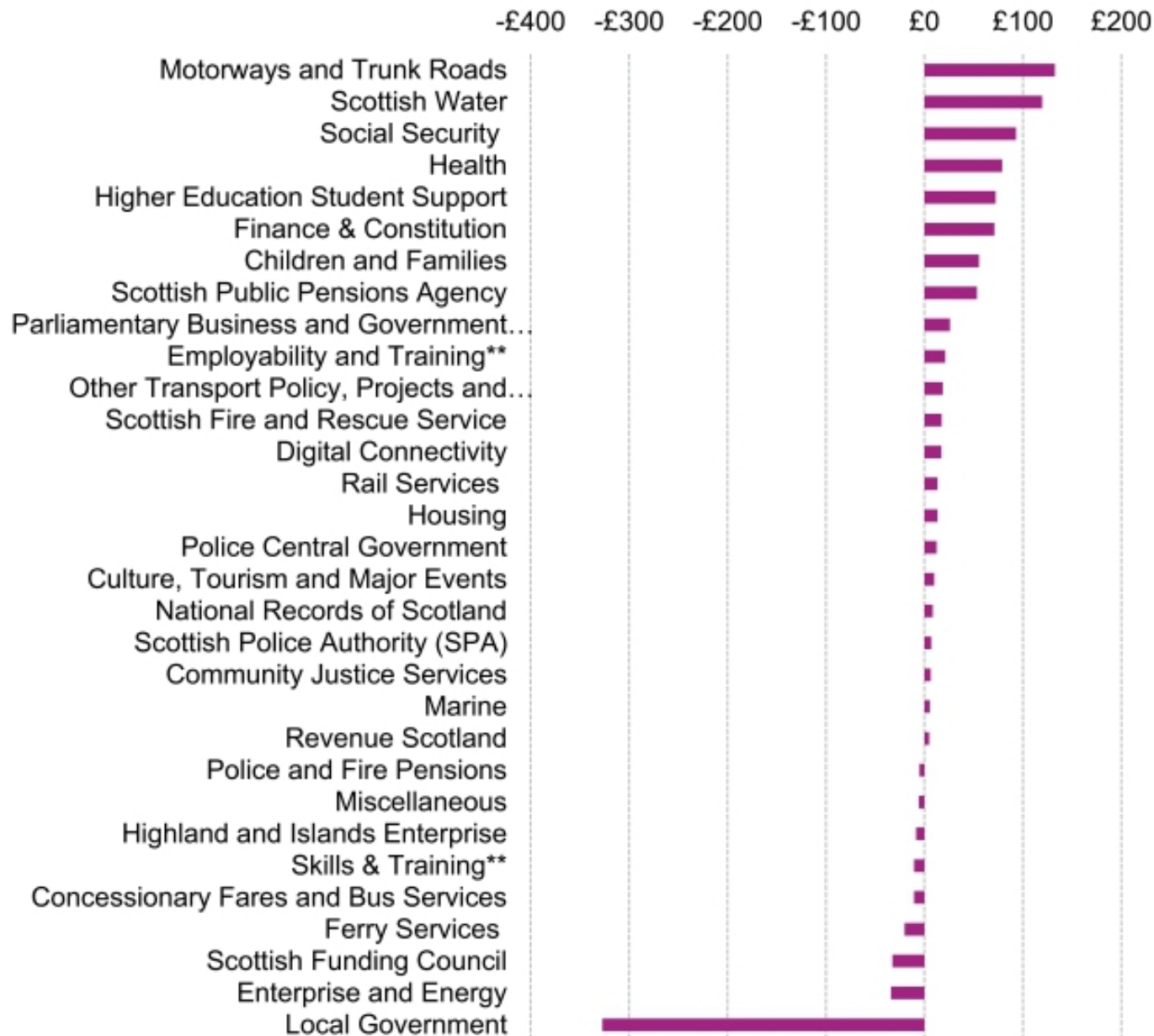
- The norm for European towns and cities which have achieved substantial levels of cycle use is around £20 per head, which in Scotland equates to £105m, around 5% of the transport budget [this covers cycling only, not AT]
- With consistent £20 per head cycling investment, a tough but realistic target would be 10% of all trips by bike in 2027. [Spokes pre-budget submission]

## C. Where could cash come from? (1)

- The Scottish Government is finding £150m to halve Air Passenger Duty - and with negative consequences for environment and for equalities
- The £146m *rise* in trunk road funding in the 17/18 draft budget is nearly four times the *total* active travel investment for the whole of Scotland – despite spending on the Forth Crossing nearing its end, and despite the success of average speed cameras in drastically cutting trunk road casualties.



Figure 8: Largest real terms changes, 2016-17 to 2017-18, £m



# Budget changes, 2016-17 to 2017-18

From SPICe  
Bulletin SB16\_103

## C. Where could cash come from? (2)

- The composition of the transport budget appears to be largely based on tweaking the previous year's budget, plus adding new political commitments
- Of course, there are some fairly fixed costs, but the rest of the budget should be fully re-assessed on the basis of its contribution to underlying government objectives, such as public health, climate, equalities and the economy
- **Could Transform do such an analysis for the forthcoming National Transport Strategy review??**

# Useful Links

- Spokes commentary on the draft budget, as it affects cycling

<http://www.spokes.org.uk/2016/12/scottish-govt-draft-1718-bu>

- Spokes [\*pre-budget submission\*](#) [extended version, with references] to Scottish Parliament's Rural Economy and Connectivity Committee [which, despite its name, deals with all transport policy]

- Spokes commentary on CAPS3, the Cycling Action Plan for Scotland, 2017-2020.

<http://www.spokes.org.uk/2017/01/caps3-disappoints/>

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