

A. Year	B. Total cycling £m*	C. infl adjust 2014 £m#	D. Total transport £m	E. % [B/D]	F. Comments
Until 2003 there was relatively little government funding for cycling; total cycling investment was also very low and what there was largely came from Councils rather than government					
01/02	2.0	2.9	1036	0.2	Lab/Lib administration currently in power in Scotland
02/03	2.8^	4.0	1081	0.3	^CWSS fund introduced by Sarah Boyack MSP [B79] though initially councils used much of it for SS, not CW. Also changes rules of PTF (Public Transport Fund) to boost schemes which integrated cycling
03/04	7.6^	10.8	1174	0.6	^Impact of new PTF rules takes effect
04/05	8.6	11.9	1249	0.7	First budget under re-elected Lab/Lib government
05/06	10.4^	13.9	1380	0.8	^Cycle funding still benefitting hugely from PTF rules
06/07	15.4^	20.0	1700^^	0.9	^PTF fund scrapped - but new cycling addition to budget (mainly for Sustrans projects) after big Spokes campaign pointing out impact of PTF loss. Campaign led to successful motion at the then-powerful LibDem Scotland annual conference, seeking more cash [B96]. ^^Big rail funding transferred from UK to Scotland.
07/08	14.7	18.6	1794	0.8	
08/09	11.9^	14.4	1769	0.7	^ First budget under SNP minority government Govt intended to scrap CWSS but it was saved as part of deal with Green MSPs to support the budget. However, big cut in Sustrans cash.
09/10	11.5	13.4	1892	0.6	
10/11	16.4^	19.2	1864	0.9	^Budget cuts cycling [B106] but more cash allocated later in year under CAPS [B108]
11/12	15.0	16.8	1812	0.8	
12/13	17.5^	18.6	1893	0.9	^ First budget under SNP majority. Big cycling cut planned but averted by massive campaign [B111,B112]
13/14	20.5^	21.1	2019	1.0	^Small rise in budget [B114] after first Pedal on Parliament [B113]
14/15	39.2^	39.2	2019	1.9	^Big jump due to budget addition [B117] + Forth Bridge underspend later in financial year
15/16	35.7^		2108	1.7	^Estimate based on draft budget, assuming no further additions

B References are to Spokes Bulletins. e.g. B120 means Spokes Bulletin 120

* Total government cycling investment from all main sources, including trunk road cycling money. Excludes local authority cycling investment from their own cash. Figures are taken from tables in B96, B110, B120. Note that some of the tables include council and RTP cash in totals. Those amounts are not included in the above.

Total cycling, adjusted for inflation to 2014 equivalent, using www.thisismoney.co.uk/money/bills/article-1633409/Historic-inflation-calculator-value-money-changed-1900.html

Overall pattern...

- Gradual rise, with many ups and downs. The CWSS fund, introduced in 02/03 has remained throughout, and been the bedrock of encouraging councils to invest in cycling. All other government funding schemes have come and gone – often this explains the occasional big rises and/or falls in total funding.
- The Lab/Lib administration effectively began national funding for cycling and then increased it substantially. The first SNP government largely flatlined, though with an initial cutback. The second SNP government had small initial increases, but a major boost in 14/15.
- Twice (06/07, 12/13) a big rise was achieved after an anticipated or announced cut, which led to greatly heightened campaigning