

SPICe Briefing

Cycling in Scotland: Update 2010

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The Scottish Government published the [Cycling Action Plan for Scotland](#) (CAPS) on 25 June 2010, which establishes a “vision” that by 2020, 10% of all journeys taken in Scotland will be by bike. The content of CAPS was in part influenced by the Transport, Infrastructure and Climate Change Committee’s [Report on the Inquiry into Active Travel](#), which was published on 25 March 2010.

This short briefing provides background information on cycling as a form of transport in Scotland. It provides a brief summary of national policy developments and cycling statistics, lists key cycling organisations and outlines the funding regime for cycle related capital projects.



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INTRODUCTION

Cycling takes three main forms:

- a form of transport
- a type of recreation
- a sport, including track and road cycling, mountain biking, BMX, cycle speedway and cyclo-cross

This short briefing focuses on cycling as a form of transport. It outlines the legislative and policy framework governing cycling, identifies key organisations and provides cycling related statistics. It also looks at sources of funding for cycling projects, the national cycle network and public cycle hire schemes.

Cycling can be a low cost, healthy and enjoyable way of undertaking short and medium distance journeys. There is no formal test or age limit restricting who can cycle, although training is available for both children and adults, and reliable bikes can be purchased for as little as £50 (The Bike Station 2010). [Handcycles](#), tricycles and tandems mean that people with some types of physical disability, who are unable to use traditional bicycles, are also able to cycle.

The Scottish Government [lists](#) the following benefits from cycling on its website:

- ease congestion
- reduce noise pollution
- cut exhaust emissions
- improve health
- giving us more time to enjoy our urban spaces
- improve our work-life balance
- save money.

The Scottish Government identifies the following benefits to businesses and other organisations in developing a cycling culture:

- lower organisational transport costs
- reduce the need for expensive car parking spaces
- increase productivity through improved staff well-being
- demonstrate commitment to protecting the environment
- meet criteria for accreditation schemes such as the [Healthy Working Lives Award](#) and the [Cycle Friendly Employer Award](#).

LEGISLATIVE AND POLICY FRAMEWORK

LEGISLATION

Legislation governing bicycle design and the health and safety of cyclists is reserved to the UK Parliament. While riding on public roads cyclists are governed by the provisions of the Road Traffic Acts which are also reserved. The only cycling regulation which currently falls within the remit of the Scottish Parliament is set out in Section 129 of the Roads (Scotland) Act 1984 (c.54), which makes cycling on a pavement or footpath an offence. The [Highway Code](#) (Department for Transport 2007) applies to all road users in Scotland, England and Wales and includes a section setting out rules specifically applicable to cyclists, again the content of the Highway Code is a reserved matter.

Legislation governing the authorisation and construction of new cycle paths and cycle lanes in Scotland, which are regulated through the provisions of the Roads (Scotland) Act 1984, is devolved to the Scottish Parliament.

SCOTTISH GOVERNMENT CYCLING POLICY

Prior to June 2010, there was no formal Scotland-wide cycling strategy. The Scottish Office signed up to the UK-wide National Cycling Strategy, published in 1996. However, this strategy was never updated and effectively fell into disuse. More recently, the then Scottish Executive published the National Transport Strategy (NTS) (Scottish Executive 2006) on 5 December 2006. This contains a short section on walking and cycling, which set out the Scottish Executive's aim to promote walking and cycling as healthy and environmentally friendly alternatives to the car. The policies set out in the NTS were adopted by the Scottish Government following the change in administration in 2007 and remain in force today. The refresh of the NTS which was due to take place later in 2010 has been cancelled. The Minister for Transport, Infrastructure and Climate Change explains this decision in a letter (Scottish Government 2010c) to the convener of the Transport, Infrastructure and Climate Change Committee dated 11 August 2010 as follows:

“Clearly, we are operating in a challenging economic environment, so prioritisation of our transport investment, greater efficiency in the way we deliver, and harnessing the energy and innovation of our partners will all be vital. We will therefore focus on how we deliver existing transport commitments, including those already incorporated in the Strategic Transport Project Review, on an appropriate timescale rather than revisiting the underlying policy.”

Although not strictly policy documents, Transport Scotland published [Cycling by Design](#) on 9 June 2010 (Transport Scotland 2010) and the Scottish Government issued [Designing Streets: A Policy Statement for Scotland](#) on 22 March 2010 (Scottish Government 2010e). These documents are aimed at planners, architects, engineers and others involved in the design and management of the built environment. They aim to ensuring that design professionals take account of the needs of cyclists and other vulnerable road users in every stage of project development and operation.

Cycling Action Plan for Scotland (CAPS)

In November 2007, delegates at the annual Cycling Scotland conference voted to support the development of a Cycling Action Plan for Scotland (CAPS). In early 2008, a Board was established to take the CAPS project forward. The Board was made up of representatives from the following organisations, with Cycling Scotland acting as chair:

- Association of Directors of Education in Scotland
- COSLA
- Cycling Scotland
- Cyclists Touring Club
- NHS Health Scotland
- Paths for All
- Scottish Cycling
- Scottish Government
- Scottish Natural Heritage
- Sustrans
- Transport Scotland
- Society of Chief Officers of Transport (Scotland)

During the summer of 2008, the CAPS Board commissioned transport consultants Steer Davies Gleave to undertake research and consultation with the aim of establishing baseline information on cycling and attitudes to cycling in Scotland. This information would provide a basis for CAPS policy development. This research aimed to answer two key questions, namely:

- Why do people currently not cycle (more), i.e. the actual and perceived barriers to cycling
- What would encourage people to cycle (more), i.e. interventions which people say would encourage them to cycle

This research and consultation involved a background literature search, a series of eight focus groups at locations across Scotland, a telephone and web survey, a series of four awareness raising events in Edinburgh, Glasgow, Aberdeen and Inverness where participants were asked to complete questionnaires or give evidence via video comments and/or at “meet the board” events. Finally, views were gathered from the 150 delegates who attended the 2008 Cycling Scotland conference.

The results of the research and consultation are summarised in [CAPS Public and Stakeholder Consultation: Summary Report](#) (Steer Davies Gleave 2008). The results can be broadly summarised as follows:

Why do people not currently cycle more?

Four key reasons were identified through the consultation exercise:

- 1. Safety:** Cyclist safety was raised as a reason for not cycling by more respondents than any other, the key concern being that there is too great a risk of collision between large, fast moving vehicles and cyclists.
- 2. Culture:** Cycling is considered a minority activity in Scotland, with a clear cultural divide between people who consider themselves cyclists or non-cyclists. Such a divide is not common in cities/countries where cycling is more common, e.g. such as Copenhagen or the Netherlands, as most people regularly walk, cycle and drive.
- 3. Practicality:** Key barriers to cycling included the Scottish weather, although the more cycling people did the less this was a concern, and the hilliness of the local terrain. Other issues included lack of route knowledge and secure cycle parking at destinations.
- 4. Incapacity:** Ten percent of phone respondents cited poor health/illness/disability as the reason for not cycling. Fewer participants in the other consultation exercises indicated this was a barrier to cycling and some participants indicated that a perceived need to be fit or young to cycle may have influenced some of the phone respondents.

What would encourage people to cycle more?

There was less agreement as to how these barriers could be overcome, although the consultants did highlight four possible solutions that were identified by large proportions of respondents to each consultation, these were:

- Better routes
- Drivers giving cyclists more room on the roads
- Fewer car parking spaces at destinations, acting as an incentive to cycle
- Traffic-free cycle routes

CAPS Consultation Draft

Responsibility for producing the formal CAPS consultation draft was transferred from Cycling Scotland to the Scottish Government during February 2009, with the Scottish Government assuming the chair of the CAPS Board. The Scottish Government published a consultation version of [CAPS](#) on 28 May 2009. The consultation ran until 20 August 2009.

The consultation established the Scottish Government's "vision" that by 2020 10% of all journeys in Scotland will be by bike. Underlying this 10% target the consultation draft of CAPS set out four strategic objectives. Below each strategic objective was a list of actions and activities that could be undertaken by various stakeholders, principally the Department for Transport, Scottish Government and local authorities, aimed at achieving these objectives. The four key objectives and associated activities are as follows:

- 1. By 2020, we will have created communities where people of all ages and abilities can cycle safely and comfortably:** Ensure that provision for cyclists is included in all relevant transport infrastructure design guidance and that transport professionals are trained in dealing with cycling provision. Local authorities to undertake a review of existing cycle networks, grade

existing cycle path provision, ensure cycle paths are well lit and include main cycle routes in routine road cleaning and maintenance programmes. Promote off-road cycle networks, the integration of existing networks and the development of secure cycle parking at key transport hubs. Work with major employers, educational institutions and others to promote cycling and the development of cycling facilities at their premises.

2. For cycling to be the natural choice for daily journeys: The promotion of cycle training for school children and training for local authority transport professionals on the benefits of cycling.

3. For people to have the confidence and the right information to make cycling a realistic choice for some journeys: Provide access to adult and child cycle training and cycle maintenance courses with well trained instructors. Promote the bike-to-work scheme and encourage employers and education providers to become cycle friendly. Produce cycle network maps and an online cycle journey planner. Promote public cycle hire schemes, similar to the Paris [Vélib'](#) scheme.

4. Legal powers to promote access and keep people safe and active: Improve driver behaviour towards cyclists through education and possible changes to driving theory and practical tests. Scottish Government to undertake a consultation on a “hierarchy of care” for road users, asking whether responsibility for cyclist safety should lie mainly with vehicle drivers as is the case in several European countries. Promote cycle access over privately owned land and consider a reduction in the national speed limit.

Response to the CAPS Consultation Draft: 258 responses were received to the CAPS Consultation Draft. 189 of these were from individuals, 24 from local authorities, 6 from Regional Transport Partnerships, 2 from NHS trusts and a further 36 from various groups and organisations with an interest in cycling issues.

The responses have been made public on the [Scottish Government's website](#). The Scottish Government published an [analysis of these responses](#) (Scottish Government 2009a) in December 2009. This analysis highlighted four key themes raised by respondents, which were:

- **Safety:** Cyclist safety was the primary concern for many respondents, with the key issues being:
 - High speed of vehicular traffic
 - Inconsiderate behaviour of drivers towards cyclists
 - Failure to enforce parking regulations
 - Poor quality of existing cycling facilities
- **Design:** The poor quality and/or inappropriate location and design of cycling infrastructure were raised by many respondents.
- **Planning:** Many respondents raised concerns that the provision of cycling infrastructure is often overlooked or appears to be an afterthought in the development process. Key concerns included:
 - Poor provision of parking and routes to and from locations
 - No consideration of cyclists' needs in planning
 - An apparent lack of consultation with cyclists in any planning decisions.

- **Funding:** Majorities of both individual and organisational respondents highlighted the need for increased funding if 10% of all journeys are to be made by bike by 2020. The suggestion made by the Association of Directors of Public Health that 10% of all transport budgets be spent on walking and cycling was supported by many of these respondents.

CAPS: Final Version

The Scottish Government published the [Cycling Action Plan for Scotland](#) (CAPS) (Scottish Government 2010a) on 25 June 2010, the contents of which were signed off by the CAPS Board. The final version of CAPS contains the vision that “by 2020, 10% of all journeys in Scotland will be by bike”. However, the four key objectives contained in the consultation draft have been replaced by 17 actions and outcomes categorised under the three broad headings of skills development, the network and delivery. These actions and outcomes are reproduced in annex 1 at the end of this briefing. The key themes explored under these three headings are as follows:

Skills Development: This heading covers cycle training for school children and additional cycle skills training for school teachers. It also focuses on increasing knowledge and awareness of cycling matters amongst built environment professionals and others with an interest in cycling, e.g. councillors and health professionals.

It goes on to cover support for community cycling projects, cycling at school and mountain biking.

The Network: This section deals with the development of the National Cycle Network, planning and design policy and guidance, integration of cycling and public transport, improved road safety for cyclists and commissioning of research by the Scottish Government into the creation of a “hierarchy of care” for all road users.

Delivery: This section details direct Scottish Government investment in cycling over the last three financial years, the establishment of a Cycle Forum which will provide an annual progress report to the Scottish Government and other techniques for monitoring and evaluating cycle use.

TRANSPORT, INFRASTRUCTURE AND CLIMATE CHANGE COMMITTEE INQUIRY INTO ACTIVE TRAVEL

The Transport, Infrastructure and Climate Change (TICC) Committee held an inquiry into active travel, i.e. cycling and walking, during late 2009 and early 2010. The formal remit of the inquiry was to consider:

- The progress being made in developing active travel;
- Any barriers to further progress; and
- The further action that may be required by the Scottish Government, local authorities and other bodies to ensure that significant progress is made in the development and implementation of active travel in Scotland.

The Committee received 175 written responses to its call for evidence and heard from witnesses representing 23 organisations in addition to Scottish Government officials and Stewart Stevenson MSP, Minister for Transport, Infrastructure and Climate Change.

The Committee published the [report](#) (Scottish Parliament 2010) of its inquiry on 26 March 2010. In its opening remarks, the report stated that:

“In the view of the Committee, the overall objective of any policies on active travel should be to create a walking and cycling culture in which these activities are normal, accepted and fully integrated into policy-making decisions.”

The report made a number of recommendations regarding funding, infrastructure development, cycle training and political leadership. These are summarised in the conclusion to the report which states:

“The Committee believes that active travel has huge potential to benefit the health of the people of Scotland as well as contributing to meeting Scotland’s ambitious climate change targets. Yet it is still very much a minority pursuit in Scotland. Attitudes to active travel will only change if walking and cycling are viewed as safe and convenient alternatives to other transport modes. The Committee has recommended in this report a variety of measures which could increase participation in walking and cycling, including improvements to infrastructure and a new nationally co-ordinated cycle training scheme.

The challenge will be to implement these initiatives in practice. The Scottish Government has set a target of 10 per cent modal share for cycling. However the Committee believes that this target will be meaningless if the Scottish Government fails to match its stated ambition with a realistic level of funding. The Committee therefore recommends ambitious increases in resources with robust mechanisms established to ensure that these are carefully targeted and effective. Stronger, more effective and sustained leadership is required from the Scottish Government in order to implement improvements to walking and cycling policies in Scotland.”

The Scottish Government [responded](#) (Scottish Government 2010b) to the Committee’s report on 8 June 2010. The key points of this response are:

- Cycling Scotland will, by December 2010, develop a plan “to deliver a co-ordinated approach to training and to increase the number of children receiving on-road training”
- The Scottish Government will aim to improve active travel education across Scotland, focussing on teachers, developers, planners, engineers and designers.
- The Scottish Government is committed to completing the missing links in the National Cycle Network in Scotland through partnership working with Sustrans, Transport Scotland (for the trunk roads) and local authorities (for local roads)
- The Scottish Government’s current Smarter Choices, Smarter Places project is similar enough to Cycling England’s cycling towns and cities programme that there are no plans to replicate it in Scotland
- The Scottish Government has encouraged the use of 20 mph speed limits in residential areas and around schools and has set policy and guidance for new and existing streets which reinforce the priority of pedestrians and cyclists and highlight the linkage between street design, redesign and road safety for everyone
- Total direct Scottish Government expenditure on cycling will increase from £11.5m in 2010/11 to £13.35m in 2011/12. Future expenditure on cycling will be decided following the current UK Government spending review, which will report in October 2010.

MAIN AGENCIES AND ORGANISATIONS

There are a number of statutory and voluntary organisations working to promote cycling across Scotland and the UK, these include:

- [British Cycling](#): Internationally recognised governing body of the sport of cycling in Great Britain.
- [Cycle Touring Club](#) (CTC): UK-wide cyclist representative organisation that celebrated its 130th anniversary during 2008.
- [Cycle Training Standards Board](#) (CTSB): The CTSB is responsible for the accreditation of cycle training schemes and instructors and sets and maintains the National Standards for cycle training.
- [Cycling Scotland](#): Scottish Government funded organisation which aims to encourage cycling through the provision of cycle training and education, organisation of mass participation cycling events, information, training and advice for transport professionals, consultancy services and partnership working with other organisations involved in cycle promotion and provision. Also assesses local authority cycling policy effectiveness through two-yearly National Assessments of Cycling Policy, the [most recent of which](#) (Cycling Scotland 2008) was published in May 2008.
- Local Authorities: Scotland's 32 local authorities are responsible for developing and implementing local transport strategies and the development and maintenance of cycle paths and associated cycling infrastructure.
- [Paths for All Partnership](#): A partnership between 20 organisations involved in the development of cycle and walking paths and the promotion of healthy living, sustainable transport, economic development and strengthening communities in Scotland.
- Regional Cycling Campaign Groups: [Spokes](#) (Lothian), [Go Bike](#) (Strathclyde), Highland Cycle Campaign and [Aberdeen Cycle Forum](#): These groups represent the interests of local cyclists and campaign for improvements to cycling facilities.
- Regional Transport Partnerships (RTPs): The seven RTPs in Scotland are responsible for drafting Regional Transport Strategies, which will include reference to cycling.
- [Scottish Cycling](#): Responsible for the administration of the sport of cycling in Scotland through agreement with British Cycling. Not to be confused with Cycling Scotland.
- [Scottish Government](#): The Scottish Government is responsible for national transport policy, including cycling policy, and funding major capital projects.
- [Sustrans](#): Charitable organisation responsible for the continuing development of the 12,000 mile long UK-wide National Cycle Network and the promotion of sustainable travel.

NATIONAL CYCLE NETWORK (NCN)

The National Cycle Network (NCN) is a UK wide system of cycle paths and trails developed by the sustainable transport charity Sustrans. The NCN began life as a Millennium Project, i.e. one of a number of major capital projects which received funding from the national lottery Millennium Commission to celebrate the millennium. Sustrans received a grant of just over

£44m in 1995 for the development of a 10,000 mile long UK wide NCN to be completed by 2005.

The NCN combines new and existing on and off-road cycle routes and Sustrans estimates that the NCN now passes within one mile of 55% of people living in the UK. Many NCN routes are designed with public transport in mind, providing connections with national rail stations, coach stations, bus stops, tramways and even harbours.

The NCN is designed to deliver social, environmental and economic benefits, helping to reduce traffic congestion and air pollution, and encouraging people to become more active, delivering long term health benefits for everyone using the route.

The Scottish section of the 12,600 mile plus long UK National Cycle Network (NCN) is over 1,750 miles long, of which more than 400 miles are off-road.

CYCLE HIRE SCHEMES

Cycle hire schemes allow registered users to pick up a bike from one of a number of “docking stations” located around a city. Bikes can be returned to any other docking station with an empty space. The first 30 minutes of hire are normally free, with charges for use after this time. This is to encourage users to make short journeys and ensure that bikes are returned quickly so they are available for anyone that might want to use them. Cycle hire schemes are not just about encouraging cycling, e.g. the Paris Vélib scheme was launched with the aims of reducing vehicular traffic flow by 40% by 2020; addressing air and noise pollution and improving the public realm. The launch of Vélib in July 2007 followed investment in the development and expansion of pedestrian and cycle ways, busways and tramways across the city. The number of cycle trips within Paris doubled within one year of the Vélib scheme’s introduction (City of Edinburgh Council 2008).

The consultation draft version of CAPS included a policy encouraging local authorities to consider introducing public cycle hire schemes, such as the recently introduced [Barclays Cycle Hire](#) scheme in London. The final version of CAPS does not include such a policy. However, it does make reference to the introduction of a cycle hire scheme in Dumfries as part of the Dumfries and Galloway smarter choices, smarter places project. This scheme, [BIKE2Go](#), was launched on 7 September 2010 and is managed by Hourbike. The BIKE2Go scheme has 30 bikes available for use by registered users from nine docking stations. Bikes are free to use for up to half an hour, with an hourly rental fee of £1 thereafter. There is a £10 annual subscription for the scheme.

The City of Edinburgh Council has undertaken considerable work on the feasibility of introducing a cycle hire scheme, culminating in a report [Cycle Share Scheme Feasibility Study: Final Report](#) (City of Edinburgh Council 2008a). In reporting the findings of this study to councillors, officials [stated](#) (City of Edinburgh Council 2008b):

- There is overall support for a scheme from the stakeholders consulted
- Scheme could help to reduce short-distance car journeys and provide associated health and environmental benefits
- Scheme could provide a new mode choice for tenement residents who do not have space to store a bike
- Scheme could raise the profile and attractiveness of cycling in the city

- Providing bicycle stations adjacent to tram stops could encourage intermodality and increase the catchment of the tram
- Planning permission may be required for the installation of bicycle stations
- Where off-street space is limited, a number of parking spaces would be required to install bicycle stations leading to a loss of resident parking/Council revenue
- Vandalism is expected to be more of a problem for UK schemes

On the issue of costs and funding, the report indicates:

“Using the investment costs for the Paris scheme as a proxy it is estimated that implementing Phase 1 of the bicycle share scheme to Edinburgh (800 bikes) would cost in the region of £2.8M. Based on figures from the Lyon/Barcelona/Orleans schemes the operating cost of Phase 1 is estimated to be in the range £0.6-1.6M per annum. Revenue from subscription fees and user charges may be sufficient to meet this ongoing cost but any shortfall would need to be met by other revenue funding sources (i.e. bike sponsorship) or from the Council’s own budget. In addition, if income-generating parking spaces are removed there would be a loss of parking revenue to the Council.”

The Edinburgh Evening News reported on 20 August 2010 (Edinburgh Evening News 2010) that the City of Edinburgh Council had decided not to proceed with the scheme. This was due to issues of cost and an inability to secure commercial support for the scheme through advertising revenue, as happens in Paris, due to the terms of a current agreement between the Council and Adshel for the provision and maintenance of bus shelters and public toilets.

STATISTICS

The informal nature of cycling does not lend itself to the collection of detailed statistics. Scottish Government statistics (Scottish Government 2010d) show that 35% of households had access to a bicycle that could be used by an adult in 2009. Details about the use made of these bicycles is gathered through the Scottish Household Survey (Scottish Government 2009), which asked adult respondents one question about cycling as a form of transport, i.e. on how many of the previous seven days did he/she make a trip of more than a quarter of a mile by bike to go somewhere such as work, shopping or to see friends. In 2008, the year covered by the most recently available figures, just 3.2% of adults indicated that they had cycled somewhere in the previous week. There was a distinct gender split in answers to this question, with seven percent of men answering yes but only two percent of women.

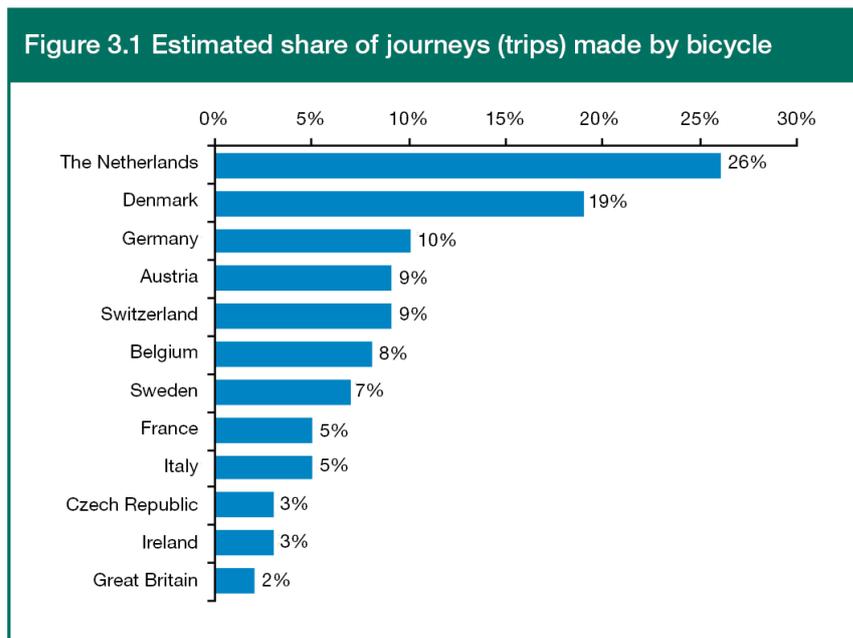
There is no clearly discernable pattern of cycling by age, except for people aged 80+ which included no cyclists. Participation in cycling varied between eight percent of the population for ages 16-19 and two percent for those aged 70-79.

The incidence of cycling also varies slightly based on an individual’s current situation, i.e. education, employment, household status etc. with eight percent of people in higher education saying that they had cycled in the previous seven days compared with two percent of people permanently retired from work.

The very small number of cycling respondents in the Scottish Household Survey (less than 200 people from a sample of 6047) means that these figures should be treated with some caution as they may not be representative of the wider population.

International comparisons: Figure 1 below illustrates how the incidence of cycling in the UK compares internationally. Disaggregated UK figures, e.g. figures for Scotland, are not available.

Figure 1: Estimated share of journeys made by bicycle in selected countries



(Department for Transport 2010)

Some of the reasons for such greatly differing figures were identified by the consultants who undertook the CAPS consultation and stakeholder exercises, which are briefly summarised on pages six to eight of this briefing.

FUNDING FOR CYCLING PROJECTS

The final version of CAPS outlines Scottish Government expenditure on cycling over the last three financial years as follows.

Table 1: Scottish Government direct funding for cycling

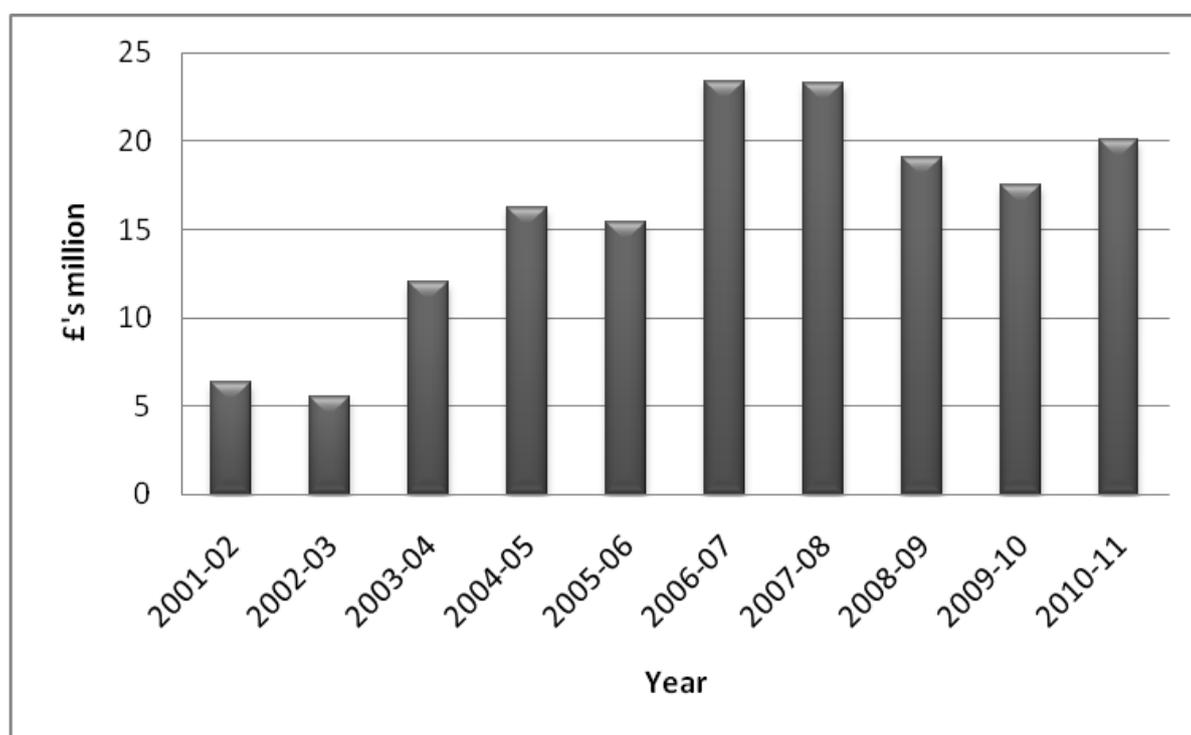
Funding recipient	2008-09 (£m)	2009-10 (£m)	2010-11 (£m)	Purpose
The Cycling Action Plan for Scotland (various partners)	N/A	N/A	3.937	To support projects that will help achieve the 10% vision
Sustrans	5.015	4.150	5.020	To extend and maintain the National Cycle Network and develop safe routes to school
All 32 Local Authorities (national average spend on cycling)	1.820 (20% of 9.09)	3.270 (36% of 9.09)	3.270 (proposed 36%)	For Cycling, Walking and Safer Streets projects in each local authority.
7 Local Authorities involved in the Smarter Choices Smarter Places Programme	1.333	1.333	1.333	The Smarter Choices, Smarter Places Programme which encourages sustainable travel, including cycling, in 7 communities
Cycling Scotland	1.4	0.901	0.950	To promote more people cycling more often
Scottish Communities	0.184	0.501	0.750	The Climate Challenge Fund for projects that contain a significant cycling element in reducing carbon emissions
Transport Scotland	1.0	1.35	2.0	For cycling facilities on the trunk road sections of the NCN
The Bike Station, Edinburgh	0.029	0.029	0.029	For Build Your Own Bike courses aimed at young people at risk of offending
TOTAL	10.781	11.534	17.289	

In addition to this direct funding, the Scottish Government provides funding to local authorities, as part of the block grant, which can be used for cycling projects. It is up to individual local authorities to decide how much, if anything, is spent on cycling projects from these allocations. Local authorities also fund Regional Transport Partnerships, which can choose to fund cycling projects. It is worth noting that Scottish Government funding for SUSTRANS takes the form of one-off grants, rather than a regular funding stream, for the development and maintenance of the National Cycle Network.

The [Smarter Choices Smarter Places project](#) aims to support sustainable transport schemes developed by local authorities and regional transport partnerships, with awards made to a limited number of authorities following an assessment of competing bids. The Scottish Government announced support for seven local/regional projects, chosen from a total of 28 bids, on 13 August 2008 (Scottish Government 2008). These projects will run from mid 2009 until mid 2011.

The figures outlined in Table 1 do not include expenditure from local authority funds for cycling. The Scottish Government, COSLA and the Chartered Institute of Public Finance and Accountancy do not collect or publish statistics on local authority expenditure on cycling. However, these figures have been collected and analysed by SPOKES, the Lothian cycle campaign, for the last 14 years. The SPOKES figures present the most detailed and comprehensive overview of annual public sector cycle expenditure available. SPOKES figures for annual public sector expenditure on cycling in Scotland are outlined in Figure 2 below. All figures are presented at 2010-2011 prices for ease of comparison. A more detailed breakdown of cycle investment over the last 10 years is available in Annex 1. It is important to remember that these figures have been collated by volunteers from information provided to SPOKES by mainland Scottish local authorities. The totals presented are subject to some uncertainty due to way local authorities have presented information to SPOKES, some non-returns of information and the vagaries of local authority expenditure planning. The totals should be treated as indicative rather than definitive.

Figure 2: SPOKES Annual Cycle Funding Survey: Total Annual Public Sector Cycle Expenditure in Scotland at 2010-2011 Prices¹



It is important to note that the figure for 2010-2011 was produced by SPOKES prior to the announcement of extra funding associated with CAPS and should be treated with caution until a new figure is released. SPOKES had assumed that the Scottish Government would announce

¹ Real terms figures calculated by SPICe using HM Treasury GDP deflator figures published 12 July 2010

£2m additional funding for 2010/11 at the launch of CAPS, £1.9m less than was eventually announced. However, the £2.8m local authority cycling capital expenditure for 2010-2011 assumed by SPOKES is likely to be considerably higher than will be allocated in the current financial climate. Given this, it is likely that any changes to the 2010-2011 total will be in the region of £1m to £2m at most, meaning expenditure is still likely to be lower than in 2006-2007 and 2007-2008 at 2010-2011 prices.

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ANNEX 1 : CAPS ACTIONS AND OUTCOMES

Action	By Whom	When	Outcomes
1. To establish a new Cycle Training Standards and Delivery Support Group, to formulate a plan by end of 2010 to deliver a coordinated approach to training; an increase in the number of volunteers available to deliver training and a support network for the volunteers; and support for Local Authorities in offering the 3 levels of cycle training including on-road.	Chaired by Cycling Scotland	2010	Increase in on-road cycle training
2. To work with key stakeholders and the tertiary education sector to offer accredited modules on how to integrate cycling best practice within their professional sphere.	Scottish Government, further and higher education sectors	2010-11	A better skilled workforce
3. To provide increased support for community cycling projects this financial year that will promote cycling in an inclusive, accessible way, particularly to novice cyclists, and encourage the development and maintenance of online cycle journey planning by local communities.	Cycling Scotland, communities, individuals	2010-11	Increase in people cycling in all communities
4. To promote cycling to young people not only as an activity for leisure or travel, but also as a fun activity and a sport, through the promotion of cycling activities, led cycle rides and cycling as a PE activity choice.	All stakeholders	Ongoing	Increase in school cycling activities
5. To encourage participation in and to promote the annual Hands Up Survey in September as part of the criteria for Sustrans' safe routes to school funding.	SUSTRANS	Ongoing	Increase in participants in the Hands Up Survey
6. To encourage private sector employers to become Cycle Friendly Employers by offering loan support for workplace cycling facilities.	Energy Saving Trust	2010	Increase in private sector employees cycling to work
7. To complete the missing links in the National Cycle Network in Scotland	SUSTRANS	Ongoing	Completed NCN in Scotland

8. To promote the use of planning policy, access legislation and design guidance to a wide range of professionals; and to promote the outcomes of access legislation in the form of leisure activities.	All stakeholders	Ongoing	Better designed, accessible cycle facilities
9. To encourage cycling and rail integration by working in partnership with Network Rail and franchise operators to identify opportunities for cost effective improvements in infrastructure and services.	Transport Scotland	Ongoing	Improve facilities
10. To continue to work with SCOTS and other partners to encourage the further roll-out of effective 20 mph schemes in residential areas. We will work to ensure that as far as possible these also cover cycle routes and areas with high numbers of pedestrians and cyclists.	Scottish Government, SCOTS, local authorities	Ongoing	More 20mph schemes across Scotland
11. To publicise and promote methods of traffic calming on non-residential mixed-use arterial streets such as those described in DfT Local Transport Note 2/08.	Scottish Government, SCOTS, local authorities	Ongoing	
12. To undertake a legislative search to reveal the operation of liability laws and how they work in other countries in Europe and around the world, and whether there is a direct link to levels of cycling and KSIs.	Scottish Government	2010-2012	Better understanding of liability law and effect on cyclists killed and seriously injured
13. To try and identify what kind of hierarchy might be established and develop an educational awareness campaign for all road users.	Scottish Government and stakeholders	2010-2012	Fewer cyclist accidents
14. To investigate the degree of statutory consultation required for new traffic management measures in other northwest European countries; and, to gather the views of stakeholders on any proposed changes to the current system.	Scottish Government	2010 onwards	Less bureaucratic process for implementing Traffic Regulation Orders
15. To update and re-issue Scottish Office Development Department Circular 7/97.	Scottish Government	2010 onwards	
16. To continue to collect data that will provide a national picture of cycling and	Scottish Government	Annually	Publication of local and national

travel habits			statistics
17. To develop guidance for gathering data on the numbers of people cycling at a local level.	Led by Cycling Scotland	2010 onwards	Publication of local and national statistics

ANNEX 2 : SPOKES ANNUAL CYCLE FUNDING SURVEY: FUNDING SOURCES SUMMARY TABLE. (ALL FIGURES £M)

Funding Source	YEAR									
	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011 (est)
Local authority capital expenditure	1.5	1.0	0.8	1.1	0.8	1.0	[a] 1.0	3.1	2.8	2.8
Cycling, walking and safer streets	0.2	0.2	1.5	1.6	3.0	3.3	[a] 3.3	3.7	3.6	4.5
Public Transport Fund	1.8	1.8	3.6	3.5	3.4	0.7	PTF now ended			
Sustrans	0	0.0	2.5	3.5	2.0	7.8	7.8	5.0	3.9	5.0
Regional Transport Partnerships	RTPs established in 2005		0.8	1.1	1.1	3.7	4.9	0.7	0.6	0.6
Cycling Scotland	N/A	N/A	0.0	0.0	0.3	1.6	1.6	1.5	0.9	0.9
Smarter Choices	Scheme began in financial year 2008-09							[c] 0.9	1.7	0.7
Trunk Roads	N/A	N/A	N/A	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Other	1.5	1.5	0.8	1.1	0.9	1.1	[a] 1.1	1.4	1.5	1.6
TOTAL	5.0	4.5	10.0	13.9	13.5	21.2	21.7	18.3	17.0	20.1
TOTAL (Real Terms 2010/11 prices)²	6.3	5.5	12.0	16.2	15.4	23.4	23.3	19.1	17.5	20.1

² Real terms figures calculated by SPICE using HM Treasury GDP deflator figures published 12 July 2010

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