

CYCLING SCOTLAND WRITTEN SUBMISSION

Introduction

Cycling Scotland welcomes the opportunity to respond to the Scottish Parliament Infrastructure & Capital Investment (I&CI) Committee's call for evidence on the Draft Budget 2015-16.

As the national cycling promotion charity for Scotland, Cycling Scotland understands the importance that budgetary decisions have on supporting projects and programmes established to make cycling more accessible to more people and encourage people to cycle more often, with the vision of reaching the 10% of everyday journeys by bike in Scotland by 2020 (Cycling Action Plan for Scotland 2013).

As part of the 2015-16 Draft budget Cycling Scotland was pleased to hear of continued support from Finance Secretary John Swinney to promote active travel choice, through support for cycling and walking initiatives. The additional funding of £10 million in 2015-16 allocated (since indicative plans were originally published) for Support for Sustainable and Active Travel, aimed at cycling and walking infrastructure is welcomed as underlining the continued support for this sector. Cycling Scotland also supports a continued call for clarity in the presentation of figures for cycling and active travel within the Draft Budget and the continuation of the Cycling, Walking and Safer Streets allocation to local authorities (with a large proportion of this being spent specifically on cycling improvements).ⁱ

The evidence provided below will show that there has been some progress in relation to cycling within the context of the National Performance Framework; however, with progress comes opportunity and there is opportunity to increase support/funding in terms of greater prioritisation – along with consistency and continuity – of funding for cycling within the Draft Budget 2015-16 and beyond is necessary to ensure that the 10% CAPS vision is reached.

“Increase the proportion of journeys to work made by public or active transport”; **Scottish Government noted performance:** ↔

The Scotland Performs websiteⁱⁱ clearly shows that, in terms of journeys to work made by public or active transport, progress has been largely static 1999 (30.5% in 1999, 30.7% in 2013). Therefore, the transport, health, environmental, social and economic benefits that could be had from an increase in sustainable and active transport are not being fully realised.

However, it is important to note that there is some incremental progress in that same timeframe with regard to cycling to work. The Scottish Household Survey (SHS) shows that there has been a slight increase in cycling to work (as a usual method of travel to work) from 1.7% in 1999 to 2.5% in 2013. To

put this more into perspective, the average for the period from 2010-2013 was 2.2% compared to 1.6% average from 1999-2002. Please also keep in mind that this statistic is for the whole of Scotland. When looking at more local levels of cycling, the situation varies considerably.

At a more local level, there are some local authorities that have a significant proportion of people travelling to work by bike as their 'usual' mode (e.g., Edinburgh and Clackmannanshire). Glasgow City Council also recently announced that the number of people cycling to/from Glasgow city centre has increased over 200% since 2007ⁱⁱⁱ.

Through the CAPS Delivery Forum, as well as the Making Cycling Mainstream professional development programme and the National Assessment of Local Authority Cycling Policy - both delivered by Cycling Scotland – there exists support for facilitated communication and learning between local authorities and partners that are taking the lead to ensure that best-practice is shared across Scotland. To lock-in the benefits of any additional capital funding, it is essential that knowledge is shared across delivery partners so that the projects and programmes delivered are strategic, high-quality and safe. In addition, the Smarter Choices, Smarter Places programme has shown that behaviour change initiatives delivered alongside infrastructure improvements lead to increased walking and cycling and reduction in car use^{iv}.

“Reduce traffic congestion”; Scottish Government noted performance:

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The majority of journeys in Scotland could be considered 'local' with approximately 62.2% of journeys under 5km^v, with approximately 50% of car journeys (as driver) under 5km (with a similar percentage for car passenger journeys)^{vi}. Therefore, a great opportunity exists to ease congestion by encouraging modal shift from local car journeys to cycling and walking journeys.

“Reduce Scotland’s carbon footprint”; Scottish Government noted performance: ↓

A switch from carbon-intensive, motorised transport to cycling and walking – or public transport in certain circumstances – makes a positive contribution to lowering carbon and other greenhouse gas emissions, particularly for short/local trips. In 2012, 21% of all greenhouse gas (GHG) emissions in Scotland were from transport^{vii}. It is also important to note that across all sectors road transport (excluding international aviation and shipping) is the only sector to be worse in terms of greenhouse gas emissions in 2012 compared to 1990 levels.

Monitoring and Development towards 2020

As part of CAPS Actions 18-19 Cycling Scotland has developed a monitoring and development framework/tool which enables identification of key areas for priority investment in cycling. This allows evidence based investment in areas which can give the highest return in terms of uptake in cycling and subsequent reduction in short car journeys and greenhouse gas emissions.

As this directly links to numerous objectives of the ICI committee`s work and can allow investment in cycling to be rigorously evaluated, Cycling Scotland would welcome the opportunity to present this to the committee at a future date.

Conclusion

Along with some definite improvement in cycling levels in certain local areas across Scotland, a supportive landscape of delivery partners has developed including local authorities/regional transport partnerships, stakeholders such as Sustrans and Cycling Scotland, campaign groups such as Spokes in Edinburgh/Lothians, community initiatives and champions such as the Bike Station and Police Scotland and their enforcement work through the Vulnerable Road Users Initiative^{viii}. However, within the context of the National Performance Framework (NPF), there is a signal that some indicators that cycling contributes to are not improving. In some cases, such as carbon emissions the contribution from cars is still alarmingly high. Greater prioritisation, continuity and consistency of allocations for cycling in this and forthcoming Budgets will support delivery of cycling infrastructure, training, promotion and learning that will positively deliver on a wide range of indicators and outcomes and make cycling more accessible to more people.

Funding appears to be specifically for capital projects; however, Cycling Scotland notes that support programmes and projects such as Bikeability Scotland training, behaviour change campaigns such as Smarter Choices, Smarter Places and knowledge and information development such as Making Cycling Mainstream and the National Assessment of Local Authority Cycling Policy remain integral in supporting enhancements in policy and infrastructure to deliver an increase in cycling. Last year`s funding from the Scottish Government for cycle training was a key driver in taking delivery of Bikeability Scotland Level 2 training from 35.2% of primary schools in participating local authorities in 2012/13 to 37.6% in 2013/14. Continued centralised funding is important for overcoming barriers for local authorities in expanding delivery of Bikeability Scotland training and supports the cycle training commitments made within CAPS as well.

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ⁱ Infrastructure and Capital Investment Committee Recommendations 2013/14 Draft Budget (140). "The Committee restates its belief that the Scottish Government must ensure that presentation of the active travel budget information is fully accessible and can be clearly distinguished from total funding for sustainable travel. In recognition of the cross-cutting nature of active travel, the narrative in the budget documents should also include clear signposts to related budget provision in other portfolio areas. This would significantly aid the monitoring of active travel spend and lead to improved accountability".

ⁱⁱ Accessed 8 October 2014 from: <http://www.scotland.gov.uk/About/Performance/scotPerforms/indicator/transport>

ⁱⁱⁱ Glasgow City Council (2014). Accessed 30 October 2014 from: <http://www.glasgow.gov.uk/index.aspx?articleid=14219>

^{iv} Scottish Government. (2013). Going Smarter Final Report.

^v Transport and Travel in Scotland 2013. Statistical Bulletin Trn 2014/3 (2014).

^{vi} Transport and Travel in Scotland 2013. Statistical Bulletin Trn 2014/3 (2014).

^{vii} Salisbury, E, Claxton, R, Goodwin, J, Thistlethwaite, G, MacCarthy, J, Pang, Y, Thomson, A and Cardenas, L. (2014). Greenhouse Gas Inventories for England, Scotland, Wales and Northern Ireland: 1990 - 2012 for Department of Energy and Climate Change, The Scottish Government, The Welsh Government, The Northern Ireland Department of the Environment.

^{viii} Police Scotland. (2013). Accessed from: <http://www.scotland.police.uk/whats-happening/news/2013/july/vulnerable-road-users-initiative>