

# Scottish Government Draft Budget 2016-17

## Written submission to the Infrastructure and Capital investment Committee

### Sustrans Scotland

#### About Sustrans

Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

It's time we all began making smarter travel choices. Make your move and support Sustrans today. [www.sustrans.org.uk](http://www.sustrans.org.uk)

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#### 1. Headlines

Investing in helping people choose to walk and cycle instead of drive their cars for every-day, short trips are one of the best investments the transport sector can make to help reduce its carbon emissions. The vast majority of car trips in Scotland, even in rural areas such as Highland, are short, less than 5km on average, and repetitive, distances and trips eminently suitable to be made at least some of the time by bicycle.

The Scottish Government is therefore right to have a strategic approach to both walking and cycling through the Cycling Action Plan for Scotland (CAPS) and the National Walking Strategy (NWS) and to have weaved such policies into carbon reduction and public health targets.

The evidence is clear that investment in walking and cycling is delivering significant benefits for the health of the nation and the environment. In addition to reducing carbon emissions, there are many positive side effects to more people choosing to walk and cycle, for example in improving health, reducing air and noise pollution and by creating better designed public spaces, streets and neighbourhoods.

Where leadership is being shown, big gains are being made when it comes to walking and cycling.

Sustrans welcomes the Scottish Governments commitment to active travel – with record funding being delivered for a second year in a row.

## 2. Funding for walking and cycling

The table below is taken from research conducted by Spokes, the respected campaign group whose research is frequently referenced as both accurate and reliable:

### 2015/16 CYCLING INVESTMENT

This summary table estimates *government cycle investment* including joint walk/cycle projects. It overestimates because all Sustrans funds are counted, including some walk-only.

The way funding appears in the budget is very complex. We therefore mainly show funding *destinations*, not *sources*.

[£million]	10/11	11/12	12/13	13/14	14/15	15/16
Cycle CWSS [a]	4.0	4.0	3.3	3.2	~4.5	~4.4
Sustrans	7.7	5.8	9.7	11.9	26.3	24.4
Cycling Scotland	1.3	2.3	2.0	2.4	2.6	2.7
Trunk road cycling	~2.0	~2.0	~2.0	~2.0	~4.6	~2.0
SCSP [a]	1.0	0.3	0.3	0.2	0.1	~1.7
Other [e] + £3m*	0.4	0.6	0.6	0.7	0.9	~4.3*
<b>Total cycling</b>	<b>16.4</b>	<b>15.0</b>	<b>17.9</b>	<b>20.4</b>	<b>39.0</b>	<b>39.5*</b>
Total transport	1864	1812	1893	2019	2019	2108
Cycling % of total	0.9%	0.8%	0.9%	1.0%	1.9%	1.9%*

\* Assumes additional £3m, expected any time soon – see text

~ Uncertain estimate, or assumed on basis of previous year.

[a] *CWSS*: Cycling Walking Safer Streets. *SCSP*: Smarter Choices, Smarter Places. We estimate how much of each goes to cycling.

[e] *Other*: includes orgs like Stirling Bike Hub, Bike Station, etc

**For fuller explanation and more footnotes see Spokes 121.**

## 3. National context for walking and cycling

Figures for rates of cycling are moving in the right direction and we are cautiously optimistic that a growing trend towards more trips being walked and cycled is happening across the country:

- Scottish Household Survey statistics show that walking and cycling levels (modal share) have increased on last year.

### Modal share of all journeys

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Walking	15.3	13.5	13.3	22.0	22.2	21.8	22.0	22.1	26.0	23.3	25.0
Cycling	0.8	0.9	0.9	0.7	1.0	0.9	0.8	1.3	1.2	1.0	1.4
Active travel	16.1	14.4	14.2	22.7	23.2	22.7	22.8	23.4	27.2	24.3	26.4

\*The Travel diary methodology changed in 2007 and in 2012, creating a break in the time series

- And, the proportion of people travelling to work on bike is at its highest in ten years.

#### Travel to work

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Walking	12.7	12.7	13.8	11.9	12.5	12.3	13.4	12.9	13.6	12.9	12.9
Cycling	1.9	1.6	2.0	1.7	2.3	2.4	2.3	2.0	2.0	2.5	2.6
Active travel	14.6	14.3	15.8	13.6	14.8	14.7	15.7	14.9	15.6	15.4	15.5

In addition, Sustrans own research conducted with local authorities and other stakeholders estimates that on Scotland's 2,500 mile National Cycle Network the number of journeys has doubled over the last three years to a record 121million trips in 2014. Research also records that these trips were shared equally by walking and cycling.

The 'Hands up Scotland' survey of travel to school by pupils, which is coordinated by Sustrans for the Scottish Government, records that in 2014 half of all pupils travelled to school actively, mostly by foot but with an increase in those on scooters and bicycles. Of the 50% who travelled inactively, 25% were travelling by bus with the remainder driven.

#### 4. Local context for walking and cycling

The national figures are, however, too general to help understand what is happening at a local level where there are reassuring signs of growth in travel by foot and bicycle from those local authorities that are leading the way on walking and cycling.

Figures indicate that City of Edinburgh Council's investment in cycling – with its commitment to spending 8% of the transport budget on cycling alone in 2015/16 and 10% by 2020 – is paying dividends.

- The Scottish Household Survey figures show:

##### *Cycling*

1. % of journeys made by bike – top 5 local authorities: Dundee City (4.2%), Edinburgh (4.2%), Orkney Islands (3.4%), Highland (3.1%), Falkirk (2.1%).
2. % of adults cycling to work - top 5 local authorities: Edinburgh (11.8%), Highland (6.1%), Moray (5.5%), Clackmannanshire (4.6%), Orkney (3.5%).
3. On the carbon footprint, the Bike Life Report published by City of Edinburgh Council and Sustrans estimates that the 6,234 tonnes of CO2 saved annually by people riding a bike rather than driving is equivalent to the annual emissions of over 2,400 cars.

##### *Walking*

1. % of journeys made by foot – top 5 local authorities: Dundee City (39.6%), Angus (33.0%), Edinburgh (32.9%), Moray (29.9%), Glasgow City (29.7%).

2. % of adults walking to work – top 5 local authorities: Aberdeen City (25.2%), Argyll & Bute (21.0%), Edinburgh (19.9%), Dundee City (19.5%), and Orkney Islands (18.8%).

## **5. Transport and Carbon Emissions**

While progress on increasing levels of walking and cycling is steady but slow, the wider transport sector itself is not assisting Scottish Government to meet its carbon reduction targets.

Transport emissions account for a quarter of Scotland's greenhouse gas emissions. And the most recent figures show car traffic on our roads hasn't changed in five years. With the vast majority of trips made by car being short - less than 5km - and repetitive, we advocate far greater emphasis by local and national government on allowing people to choose to walk and cycle for short every-day trips.

The record investment in walking and cycling in Scotland is warmly welcomed, but with just 2% of the national transport budget going towards active travel, and levels of investment by local authorities varying, much more needs to be done.

Along with a number of other organisations working in the transport field we are calling on governments and local authorities to dedicate 10% of their transport budgets to walking and cycling. This is in line with recommendations from a wide range of health bodies, such as the Association of Directors of Public Health. As an example of what can be achieved with this level of funding we reference City of Edinburgh Council where investing 8% of the transport budget into cycling results in 12% of trips to work being made by bicycle.

In addition, a clear line in the Transport Scotland budget for 2016/17 referencing walking and cycling will be necessary to help clarify how much funding Scottish Government is investing through its transport delivery agency.

## **6. Conclusion**

Since the last time Sustrans gave evidence to the committee on the 2015/16 budget there is a growing body of evidence pointing towards more trips being made by foot and bicycle. This is part of a growing trend and comes after several years of increased investment by Government, Local Authorities and others. But this momentum is at an early stage and needs continued support, not least to help realise the shared vision of 10% of trips being made by bike by 2020 as enshrined in the Cycling Action Plan for Scotland (CAPS).

Sustrans therefore urges Scottish Government to continue to grow this investment and maintain the positive investment that is helping lower carbon emissions and improve health.

**Sustrans Scotland  
11 November 2015**

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