



Draft Budget 2012-13 and Spending Review 2011

LGR Committee call for views¹

Evidence paper from Transform Scotland

Friday 21 October 2011

1 Introduction

- 1.1 Transform Scotland is the national alliance for sustainable transport, bringing together organisations from the private, public and voluntary sectors. We campaign for a more sensible transport system, one less dependent on the car, the plane and road freight, and more reliant on sustainable modes like walking, cycling, public transport, and freight by rail or sea. We are a membership organisation bringing together rail, bus and shipping operators; local authorities; national environment and conservation organisations; local environment and transport campaign groups; and individual supporters.
- 1.2 We welcome the opportunity to present our evidence for the Committee's attention. We are limiting our evidence to one question raised by the Committee. We have also submitted evidence to the RACCE Committee and will, next week, be submitting detailed evidence to the ICI Committee; both of these evidence papers are available on request.

2 Other issues: Are there any other issues that you would like to draw to the attention of the Committee?

- 2.1 We are concerned that the Draft Budget states that the 'Cycling, Walking & Safer Streets' (CWSS) budget is indicated as being "tbc" (Table 16.03).²
- 2.2 This fund has proved critical in driving investment in active travel (walking & cycling) investment across Scotland. Amongst other things, it has been essential in allowing Sustrans Scotland to receive match-funding from local authorities for delivery of cycle infrastructure. Should ringfencing be removed from fund, or its scale reduced, then we would see no prospect of delivery of the cycle target contained in the Scottish Government's *Cycling Action Plan for Scotland* (10% of all journeys by bike by 2020)³ nor match the commitments to increasing the use of active travel as set out in the Government's plans for meeting its climate change targets (the *Report on Policies and Proposals*.)⁴
- 2.3 We note the report of the Scottish Parliament's then Transport, Infrastructure and Climate Change Committee's *Report on its Inquiry into Active Travel* (2009), which concluded, *inter alia*, 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" but that this won't be achieved without "ambitious increases in resources."⁵
- 2.4 Cutting this fund would not only damage prospects for Scottish public health and climate emission reduction, it would also be economically counter-productive. If the Government wants to support local jobs it should be increasing, not slashing, investment in cycle paths. Cycle routes are typically built by small civil engineering contractors and by local authorities, with the materials used sourced locally.

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¹ <<http://www.scottish.parliament.uk/parliamentarybusiness/CurrentCommittees/42823.aspx>>

² Scottish Government (2011) *Scottish Spending Review 2011 and Draft Budget 2012-13*. Available at <<http://www.scotland.gov.uk/Resource/Doc/358356/0121130.pdf>>.

³ Scottish Government (2010) *Cycling Action Plan for Scotland*. Available at <<http://www.cyclingactionplanforscotland.org/>>.

⁴ Scottish Government (2011) *Low Carbon Scotland: Meeting the Emissions Reduction Targets 2010-2022*. Available at <<http://scotland.gov.uk/Topics/Environment/climatechange/scotlands-action/lowcarbon/rpp>>.

⁵ Scottish Parliament (2009) *Transport, Infrastructure and Climate Change Committee's Report on its Inquiry into Active Travel*. Available at <<http://archive.scottish.parliament.uk/s3/committees/ticc/reports-10/trr10-04.htm>>.