



PARLIAMENTARY BRIEFING

Scottish Budget Stage 3 debate

Scottish Government Debate, 14:00 on Wednesday 4 February 2015

Key points

- This year's Budget is bad for sustainable transport: it continues a rapid increase in spending on roads and aviation at the expense of investment in public transport and active travel (walking and cycling).
- Investment in the most healthy and sustainable forms of transport, walking and cycling, remains unacceptably low.
- The ICI Committee has drawn attention to the failure of this year's Budget to focus on measures to cut climate change emissions or to support the healthiest modes of transport.

1. This year's Scottish Budget is again reinforcing unsustainable trends in transport

- 1.1. In recent years' Scottish Budgets, the Scottish Government has decided to prioritise spending on unsustainable modes of transport ahead of sustainable transport modes. Since budget year 2011/12 (roughly equating to the start of the current parliamentary session), expenditure on 'Motorways and Trunk Roads' has increased by 36%¹ while combined expenditure on the Bus, Rail and Ferry spending lines has increased by only 9%.² As such, investment in public transport has been below the increase in the overall transport budget (17%).³
- 1.2. Given the current administration's emphasis on spending on the construction of new roads and its failure to prioritise investment in sustainable transport, it is unsurprising that the modal share of these modes is not significantly increasing (and in the case of buses, the largest public transport mode, decreasing).

2. Scottish Government investment in active travel remains inadequately low

- 2.1. In 2008, the Association of Directors of Public Health published a report which called for 10% of transport budgets at national and local level to be spent on active travel.⁴ Along with hundreds of other national organisations across the UK, we support this demand. However, despite this, only 1-2% of the Scottish transport budget goes into supporting active travel. (*We are unable to cite a specific figure given the continued opaqueness of the Scottish Budget.*)
- 2.2. The Government's transport budget has increased massively in the past four years: since budget year 2011/12 (roughly equating to the start of the current parliamentary session), the overall transport budget has increased by over £300m (from £1776.9m in 2011/12 to £2080.1m in 2015/16). So it is clear that there is ample resources within the Scottish Government's own budgets to transform conditions for walkers and cyclists in Scotland. So the lack of adequate investment in active travel can clearly be attributed to the decisions taken by the Scottish Ministers themselves.

3. The ICI Committee has drawn attention to the failure of the transport budget on Climate Emissions and on Active Travel

- 3.1. On emissions, the Committee "*note[d] with concern that Scotland has failed to meet its 2010, 2011 and 2012 [greenhouse gas] emission reduction targets and that significant effort will be required to meet the targets in future years.*"
- 3.2. On active travel, the Committee recommended that "*Substantial additional funding should be considered to roll out [sustainable and active travel] projects that in the medium to long term will be likely to reduce future Government spending plans and make a positive contribution to the Scottish economy.*"

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¹ From from £520.3m in 2011/12 to £694.8m for 2015/16.

² 'Rail Services in Scotland' rose 4% from £778.0m in 2011/12 to £808.3m in 2015/16; 'Concessionary Fares and Bus Services' rose from £248.8m to £260.6m over the same period; meanwhile, 'Ferry Services in Scotland' rose from £128.7m to £187.1m.

³ From £1776.9m in 2011/12 to £2080.1m in 2015/16.

⁴ Association of Directors of Public Health (2008): *Take Action on Active Travel* – <http://www.adph.org.uk/?s=take+action+on+active+travel>. This report has received the support of over 100 organisations from across the UK, including such groups as the Institute of Highway Engineers, Royal Institute of British Architects, Chartered Institute of Environmental Health, Royal College of Physicians and many other prestigious and professional bodies central to public health, environment and transport policy and practice.

SCOTTISH BUDGET 2015-16

AND TRANSPORT



NATIONAL INDICATORS ON TRANSPORT



Modal Share **STANDSTILL**



Congestion **STANDSTILL**



Emissions **BACKWARDS**



EXPENDITURE

2011-12 to 2015-16

Expenditure on Roads and Aviation has increased far more than investment in Public Transport:
36% increase vs 9%.

Walking and Cycling still only gets around 1% of the transport budget. The funds that could be spent on Active Travel have **declined in this year's budget.**

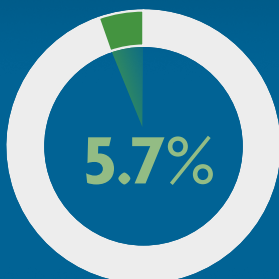
Public Transport



Unsustainable Modes

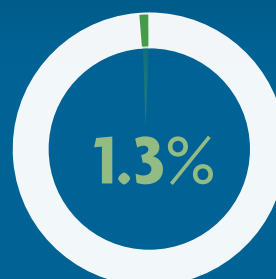


CLIMATE



According to the Government's own analysis
ONLY 5.7%
of the transport budget will cut climate emissions*

HEALTH



ONLY 1.3%
of the transport budget will improve public health**

* Climate mitigation expenditure of £118.5m in 2015-16 as set out in <<http://www.scotland.gov.uk/Resource/0043/00435281.pdf>>; updated Level 4 data still awaited at time of writing (03/11/14).

** Active travel spend of £27.3m in 2015-16 as set out in letter from John Swinney <<http://bit.ly/1tuBzJn>>; again, updated Level 4 data not currently available for Draft Budget 2015-16.