

# Cars Communities,, and Active Travel

Sustrans Scotland Communities Team



Dad, pass me the superglue  
she need's welding



# What are we going to talk about?

- Impact of traffic on community connections
- Impact of danger and health
- Travelling in rural areas and volume of traffic



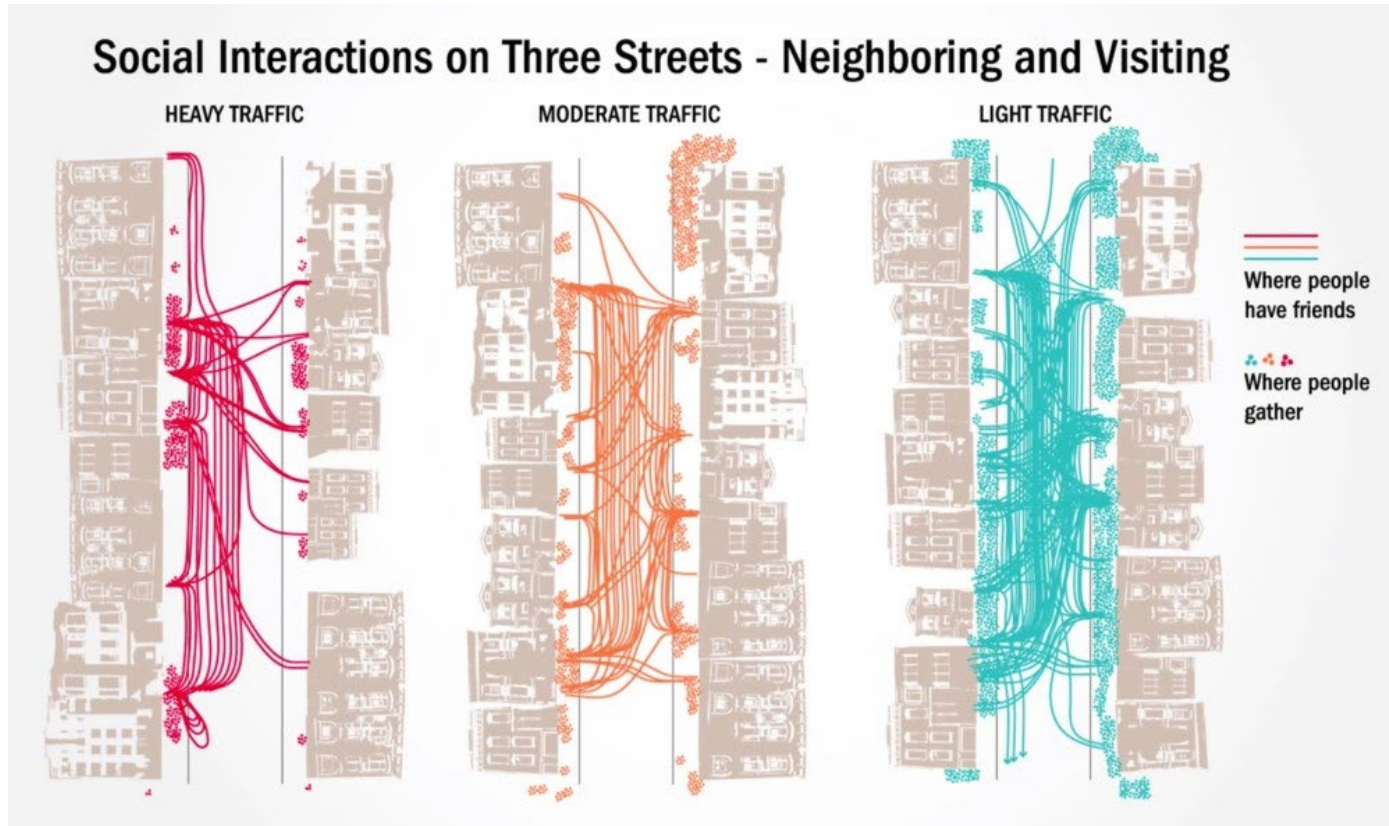
# Community Connections



## What makes a strong community?



# Community Connections





# Community Connections

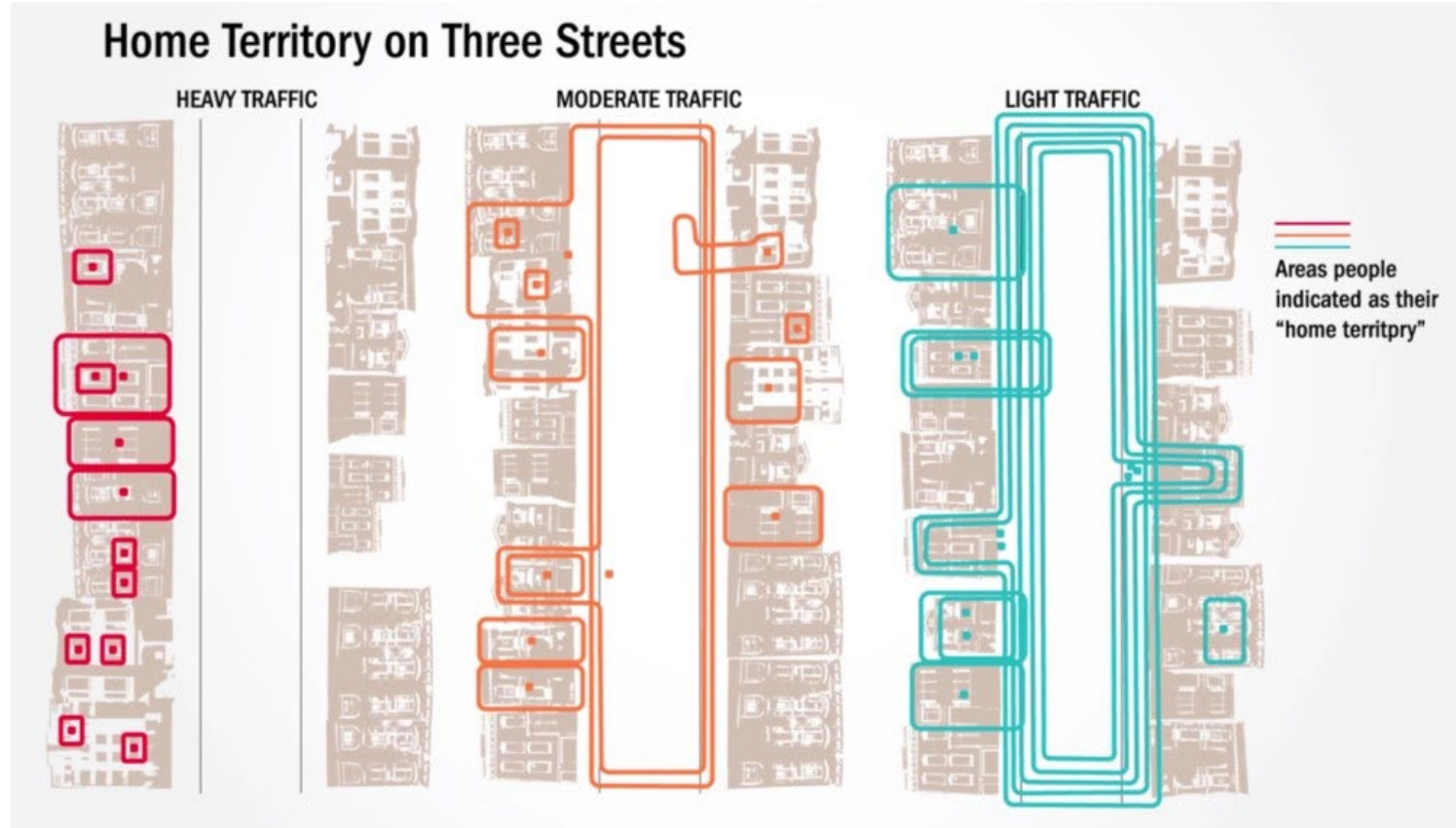
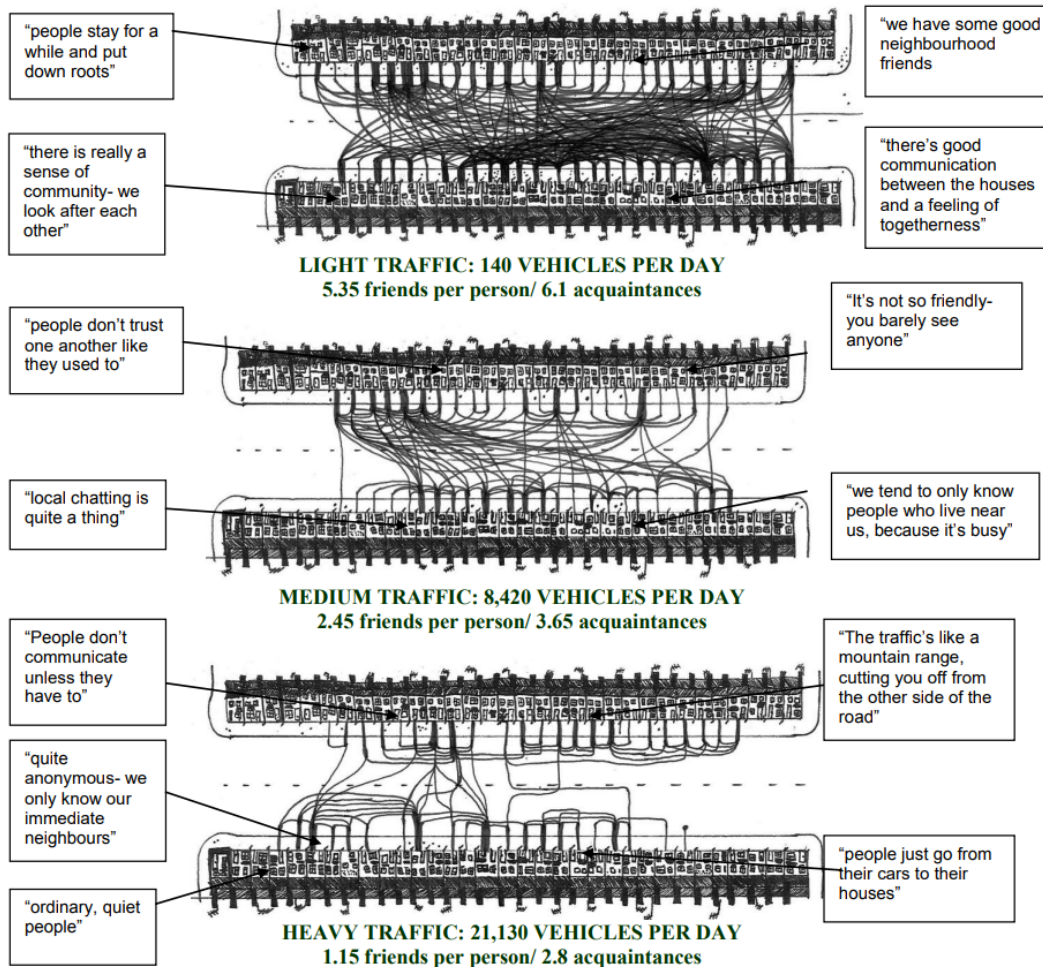


Figure 4 Community interaction on three Bristol streets





# Community Connections

## Break out Session

Think about the local streets in your town or village including roads to outlying houses, and/or your next nearest settlement.

- How does the number and speed of vehicles impact on people's abilities to move around?
- Do the people you work with feel connected with their neighbours, especially those who may live on the opposite side of a main road?
- Do people tend to use a car for short distances within your town or village? What are the reasons for this?

# Danger and Health

How many people were killed or seriously injured in a road traffic accident in 2019 in Scotland?

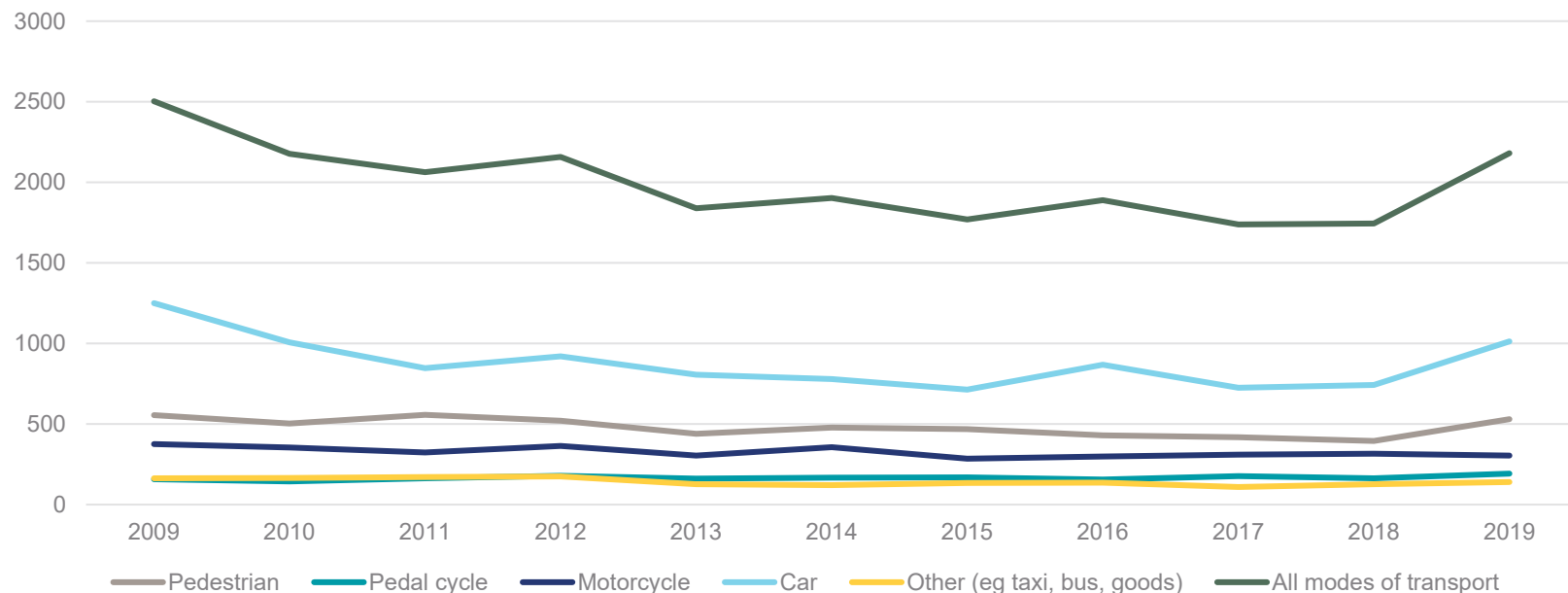






# Danger and Health

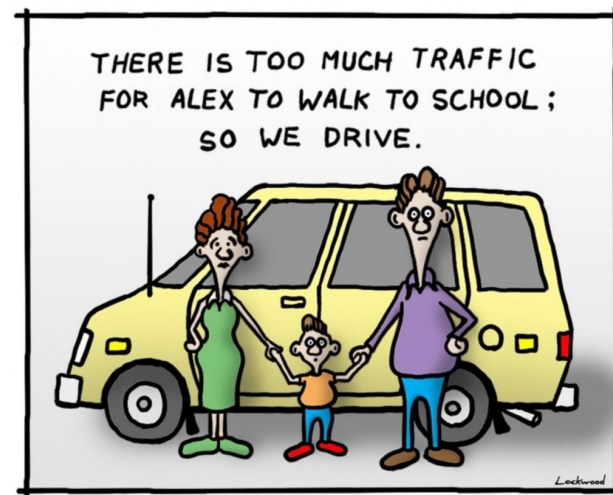
Killed or seriously injured in road incidents



# Danger and Health

How many people were killed or seriously injured in a road traffic accident in 2019?

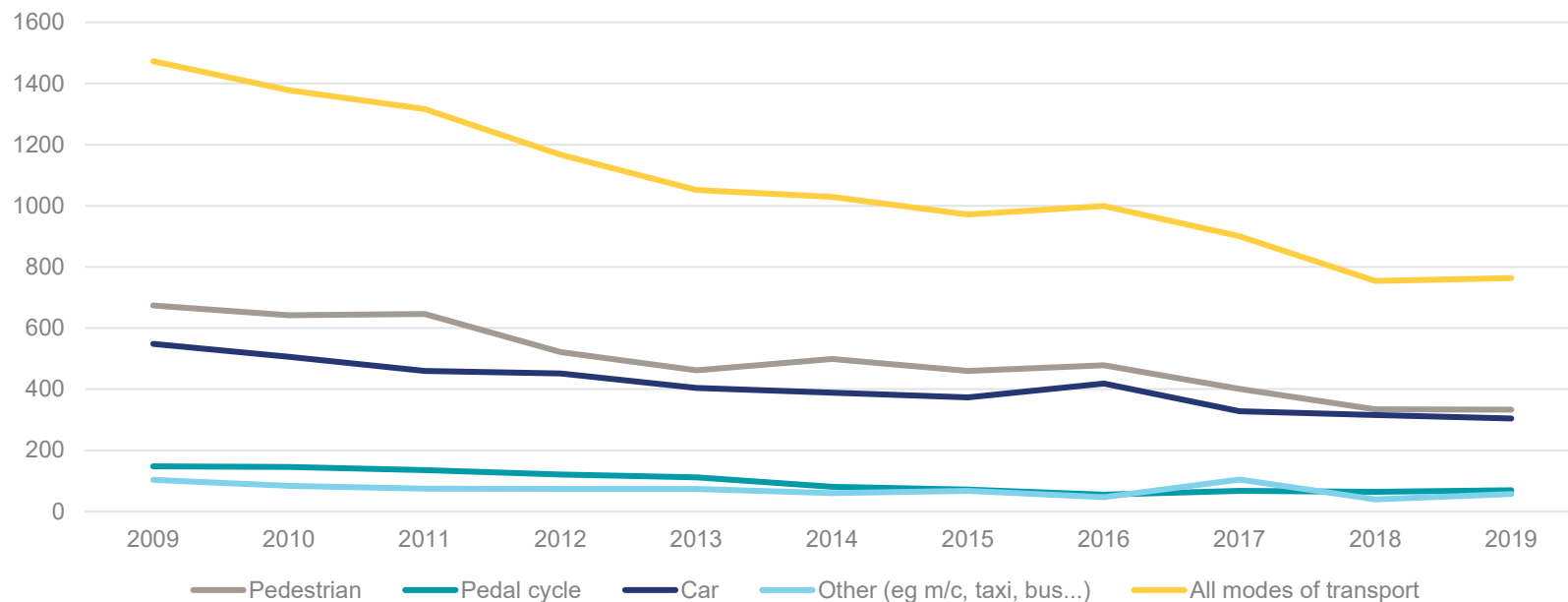
How many were children?





# Danger and Health

## Child Road Incident Casualties in Scotland





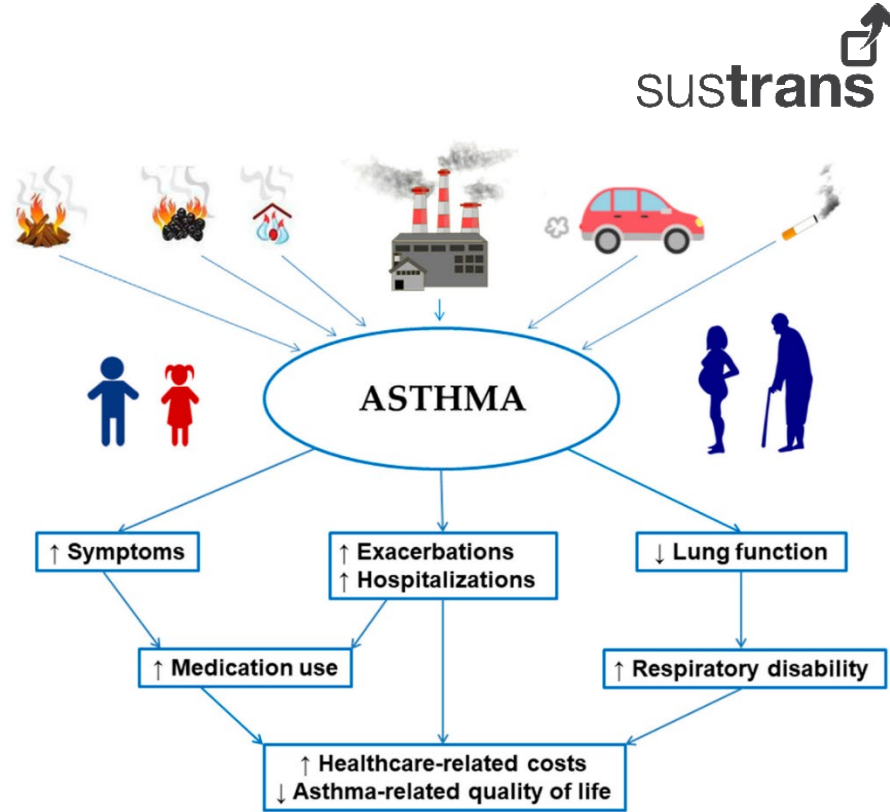
# Danger and Health

A lot of car owners depend on having a car available at all times and use it for most of their daily journeys.

- **What impact do you think this has on their health and those who live nearby?**
- **What are the consequences for the wider community?**

# Impact on Health

- Strong correlation between air pollution and increased cases and severity of asthma.





# Danger and Health

## Break out Session

Think about the local streets in and around your local town or village.

- How does the number and speed of vehicles impact on people's perception of road safety?
- Are there particular places where there is a high number of accidents/near misses?
- Are there places, or times of the year, where air pollution is noticeably high, or people tend to let their engines idle?



# Break





# Travelling in rural areas and volume of traffic



**How many cars do you think were licensed for use in Scotland in 2020?**



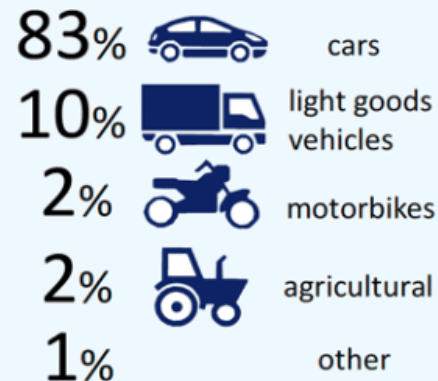


# Travelling in rural areas and volume of traffic

- There were 3.04 million vehicles licensed for use on the roads in Scotland in 2020 (the highest number on record), of which 83 per cent were cars.
- The majority of journeys recorded in 2019 were short. 17% of journeys were under 1 km, and more than half (54%) were under 5 km. These numbers are broadly similar to recent years.

## 3.04 million

Vehicles licensed for road use  
in Scotland in 2019





# Travelling in rural areas and volume of traffic

**What percentage of people living in accessible rural locations have access to two or more cars?**



# Travelling in rural areas and volume of traffic

Table 8.1: Number of cars normally available to the household for private use by Urban Rural Classification

Column percentages, 2009 data

Households	Large urban areas	Other urban	Small accessible towns	Remote small towns	Accessible rural	Remote rural	All
No access to cars	41	30	23	29	12	15	31
At least one	59	70	77	71	88	85	69
One	42	44	48	49	43	45	44
Two or more	18	26	28	22	45	41	26
Base	5,038	4,227	1,169	762	1,587	1,393	14,176

Table 18: [Car / Bicycle access] Households with bicycles cars / vans available for private use, 2019

Households	Large urban areas	Other urban	Small accessible towns	Small remote towns	Accessible rural	Remote rural
No access to cars	38	27	22	24	10	13
One+	62	73	78	76	90	87
One	40	42	40	45	40	45
Two+	21	31	38	31	50	43
Base	3,170	3,630	940	610	1,160	1,070



# Travelling in rural areas and volume of traffic



**How are rural and remote communities impacted by increased tourist traffic?**

# Tourism and increased traffic

## Graph details: Main location visited on domestic tourism day visits taken in Scotland

Main location	Visits (m)	Spend (£m)
West of Scotland	22.0	1,553
East of Scotland	20.0	926
North of Scotland	11.8	406
South of Scotland*	1.4	153
Total	55.1	3,037



## Tourism and increased traffic

- **Ferry passenger numbers increased by 6% to 10.3 million and vehicles increased by 12% to 3.5 million between 2014 and 2018.**



# Travelling in rural areas and volume of traffic

**Other forms of traffic impacting on rural communities:**

- Heavy goods vehicles on smaller roads**
- Increase in traffic due to online delivery services**
- Log lorries**
- Windfarm traffic**
- Roadworks causing diversions on smaller and normally quiet roads**



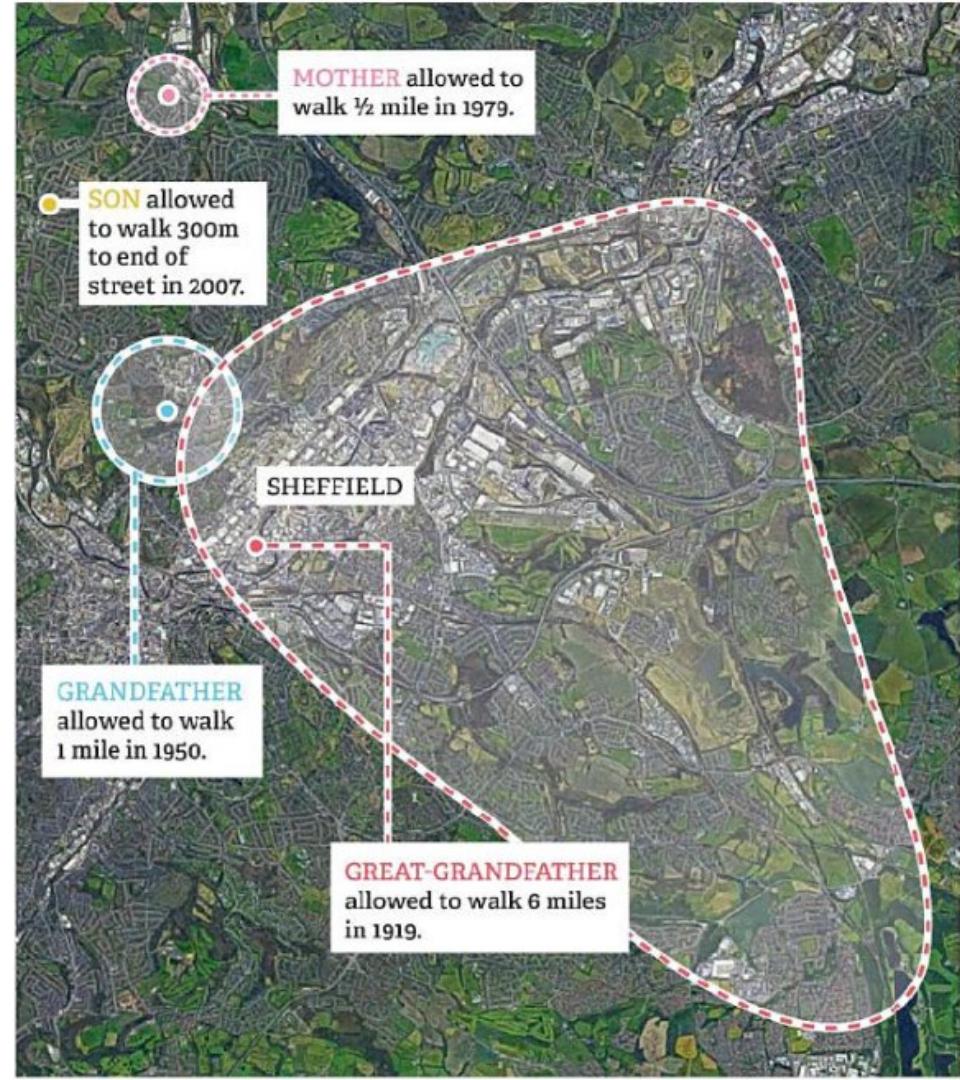
# Older people and people with mobility issues/health conditions

Volume and speed of traffic can make walking on local roads feel unsafe for older people and those with mobility issues.

This can contribute to social isolation, and a decline in physical fitness.



# Children's travel and play (unsupervised)





# Travelling in rural areas and volume of traffic

## Break out Session

Think about the town, village or area you work or live in.

- What is driving increased car ownership, and particularly ownership of more than one car per household in rural/remote areas?
- Are children and young people restricted to amenities within their town/village unless being driven? Are they blocked from safely accessing any local amenities because of a busy main road?
- How does tourist traffic, or other forms of rural traffic, impact on the community you live in, and people's travel choices?



# Which brings us back to...





# So why Active Travel instead?

## Traffic Speed and Volume

- less traffic on local roads, and
- when drivers become used to seeing people walking and cycling on local roads they tend to slow down too.

## Safety Concern

- more people are around too. Places with more people around tend to feel safer – safety in numbers is a saying for a reason!
- people are more likely to say hello and get to know each other. If we know who people are and where they live we have more confidence in our safety.



# So why Active Travel instead?

## Impacts on Health

- Less traffic = less pollution, and less chance of developing asthma and other lung conditions.
- Reduced social isolation, as people have more social contact walking or cycling,
- Physical benefits of being more active generally.
- reduce pressure on the health services and save tax money from preventable conditions.

## Sustainable Tourism

- Encouraging visitors to travel actively to and around rural areas reduces pressures on local roads
- Local residents feel safer walking, wheeling and cycling.



# What can you do?

## Get people talking

- Find out what people in your community think and feel about different modes of transport, and start a conversation about how they travel.
- Find out what stops people from walking/wheeling/cycling, and what would help.

## Run Activities

- Walking and cycling groups, mapping safe local routes to amenities and services on foot, with wheelchairs/buggies, or by bike, encouraging people to travel actively to your venue or events.

## Support your community to take action

- Look out for local consultations and think about how planned changes will impact on peoples travel choices in your responses.



# Action Planning

## Break out Session

**Think about the examples that you have discussed in the previous breakout sessions.**

**What actions could you take as an individual or as an organisation to mitigate the impact of traffic on your community?**

Prompt questions:

- Has any community action been taken previously to encourage your community to travel more actively or improve a public space?
- Was it successful?
- What made a difference?
- What's the next step to make it even better?

# How can we help?

## General Support

- Provide advice and resources to help you develop projects and engage your community.
- Signpost to funding and other services.
- Review and provide feedback on funding applications for active travel projects.

**Encouraging people to travel to venues and events actively**

**Setting up a bike library**

**Communities Team top tips**

**Things to consider**

**Buying equipment**

**How to start a walking, wheeling and cycling group.**

**easy read**

**Sustrans**  
JOIN THE MOVEMENT

**Top tips to get visitors to walk, wheel and cycle**

The Communities Team has put together these pointers to help everyone to travel actively to venues and events. Whether walking, cycling, or using a form of human-powered transport like wheelchairs, scooters, skates and skateboards.

You might already be doing some of these – great stuff! But if you're reviewing your messaging and identifying any gaps, ideas are low cost and simple to put in place. For advice on more activities, get in touch.

**1. Include all travel options as direct options as direct your website**

Put walking, wheeling and directions first, then public options, followed by driving. It sounds obvious but you'll be surprised how many venues include driving directions. If you have a car park, make it clear parking will be difficult.

**Justification**

Bike libraries can be valuable community projects, as lack of access to a bike is a very common barrier to getting more active. If you plan to apply for funding, you'll need to prove to funders that lack of access is an issue with your target audience.

**Storage**

Bikes take up a lot of space and are attractive to thieves - do you have secure storage for when the bikes (and accessories) are not in use?

**Maintenance**

Bikes will need ad hoc maintenance which can be expensive. How will you pay for any repairs? Perhaps you know someone who could help with this. Alternatively, do you have the tools and knowledge in your organisation to make basic adjustments and repairs? You could also explore training staff or volunteers in Velotech. This can build organisational capacity and save money in the long run.

**What else is available in your area?**

Consider if there are any public bike hire schemes, or local bike shops offering hire, that might see you as competition. Could you link up with them? What can you do to make sure your library is unique?

**Invest in better**

It will be easier and simpler to ride, simpler to spare parts for, a better investment. Look at a few hundred pounds upwards of £1,211 (bumpkin figures). It are usually a good whether to-bike or

**Think about a r**

size and/or different heights might also be w two folding bikes so people can try

**Some bike libra**

**of adapted bike**

include heights For more inform a useful guide.

**Look to buy bike**

can – not only w business, but pre sorting out any it The bike shop w help on a fleet th cheap bikes bou

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# How can we help?

## Specific Programmes

- Activate Mentoring
- Community Active Travel Support Service
- Street Design and Pocket places



# How can we help?

## Funding

- Art Roots
- Love Your Network
- Places for Everyone
- School Streets
- Signposting to funds available from other organisations

### Applying for active travel project funding Top tips



**Read the funder's guidance carefully**

This is important, as it makes sure you are clear about what the funder wants. It's tempting to talk about what is important to your organisation in your application, and the successes it has had – but does this align with the priorities of the fund?

**Describe the need for your project**

Refer to national and local policy here. Include information from a Local Outcome Improvement Plan and/or Local Place Plan, if available. Show evidence you've talked to local people. It's useful to include how many people you spoke to, statistics, quotes, and photos if possible (with permissions.)

**Think about partnering up locally**

Working in partnership with other local organisations will usually strengthen an application. The sign of a good partnership is that it's greater than the sum of its parts.

Less obvious partnerships can sometimes be more impactful, and usually both parties will learn a lot.

If one of the partners will be delivering work that will be crucial to the project, (for example a partner organisation delivering cycle training), it's good practice to include a signed partnership agreement.

This is because funders are risk averse – if it looks to them that the cycle training has not been formally agreed with the partner organisation and may not happen, they might conclude that this could pose a considerable threat to the success of the project.

**How will you monitor the success of your project?**

Some funders may stipulate specific methods of doing this but, if not, you may need to devise these yourself.

**Illustrative example**

The main priorities of the Youth Climate Action Fund are to help grassroots organisations empower young people to reduce carbon emissions and increase awareness of climate change in their local area. Duncraigie Youth Project decides to apply to set up a bike upcycling initiative.

They are located in an area that's within the top 10% of the Scottish Index for Multiple Deprivation. They have had great success getting young people involved in their community, particularly those with mental health issues. They've also reduced social isolation and helped unemployed young people gain experience through volunteering. Some people have gone on to obtain jobs as a result.

If their application focuses too much on mental health, reducing social isolation, and increasing employability, it will be very unlikely to be funded, as this isn't what the funder is primarily looking for – their focus is local climate action.

It would be better to frame these social aspects as co-benefits of the project – primarily focusing on reducing carbon emissions through upcycling old bikes and getting more people to start cycling. Raising awareness of climate change can also happen through discussions with young people about transport and reducing waste. The application now aligns with the funder's aims.

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## Final Questions/Comments?

- **What one thing will you take away from this session?**
  
- **What one action will you take either individually, or as an organisation following this session?**

## To find out more:

Website: <https://www.sustrans.org.uk/about-us/our-work-in-scotland/>

Scroll down to Active Communities

Or email: [Communities.team@sustrans.org.uk](mailto:Communities.team@sustrans.org.uk)

# References – Social Connections

**Appleyard, D. (1981). Livable Streets**

<https://www.goodreads.com/book/show/3474039-livable-streets>

**Hart, J., & Parkhurst, G. (2011). Driven to excess: Impacts of motor vehicles on the quality of life of residents of three streets in Bristol UK. World Transport Policy and Practice, 17(2), 12-30**

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**Access to outdoor recreation by older people in Scotland**

<https://www.gov.scot/publications/access-outdoor-recreation-older-people-scotland/>

# References – Danger and Health

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People in cars at higher risk of air pollution (guardian article)	<a href="https://www.theguardian.com/environment/2017/jun/12/children-risk-air-pollution-cars-former-uk-chief-scientist-warns">https://www.theguardian.com/environment/2017/jun/12/children-risk-air-pollution-cars-former-uk-chief-scientist-warns</a>
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UK committee on Medical Effects of Air Pollutants	<a href="https://www.bmj.com/content/362/bmj.k3632">https://www.bmj.com/content/362/bmj.k3632</a>
Health protection Scotland	<a href="https://www.scottishairquality.scot/air-quality">https://www.scottishairquality.scot/air-quality</a>
Impact of Air Pollution on Asthma Outcomes.	<a href="https://doi.org/10.3390/ijerph17176212">https://doi.org/10.3390/ijerph17176212</a> ).
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Time Parked	<a href="https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf">https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf</a>
Size of cars	<a href="https://www.zuto.com/car-size-evolution/">https://www.zuto.com/car-size-evolution/</a> <a href="https://www.carsized.com/en/">https://www.carsized.com/en/</a> <a href="https://www.youtube.com/watch?v=jN7mSXMruEo">https://www.youtube.com/watch?v=jN7mSXMruEo</a>
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- Maritime transport (passengers, ferries and cruise ships) <https://marine.gov.scot/sma/assessment/maritime-transport-passengers-ferries-and-cruise-ships>
- Safety on Rural Roads <https://roadsafety.scot/road-user-advice/country-roads/>

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