

Cost of living, community and active travel

Sustrans Scotland Communities Team



Topics to be covered

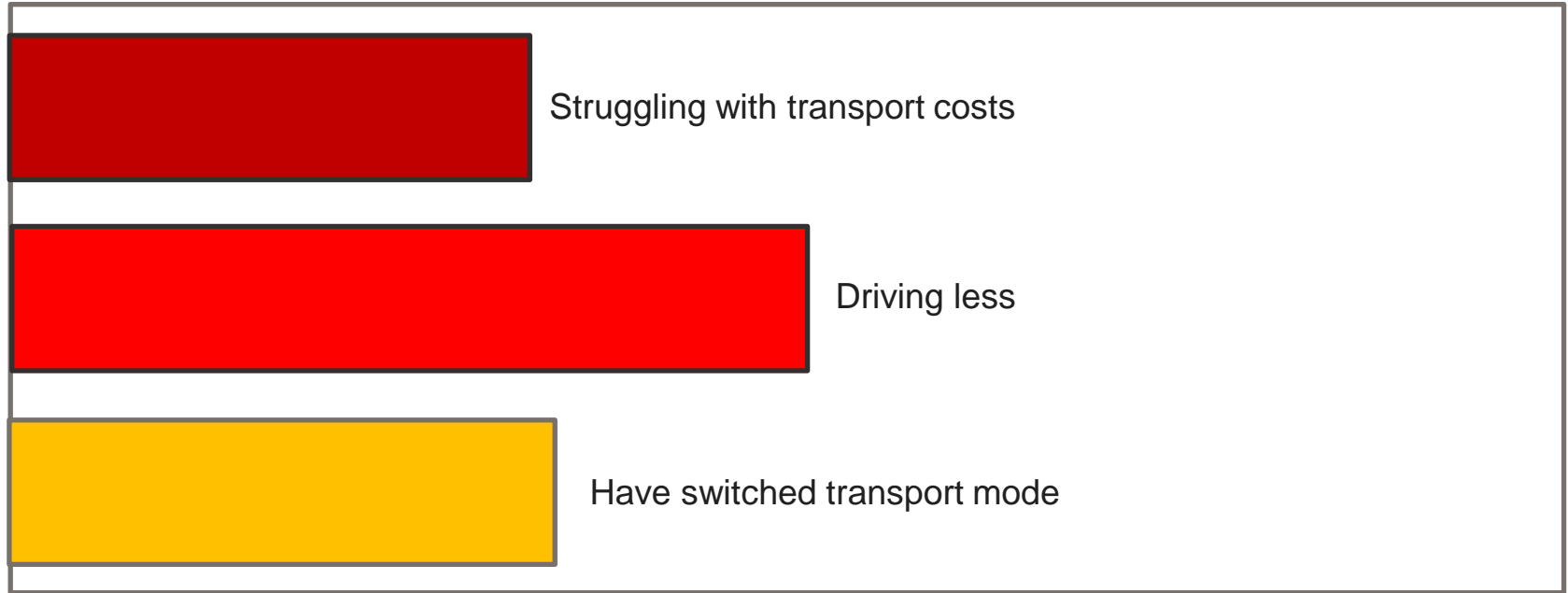
- Proportion of people affected by rising costs of transport
- Who is most likely to be affected?
- What can exacerbate this?
- Discussion: Impact and knock-on effects
- Task – Overall costs of different transport modes
- What could help?
 - financial support for public transport
 - diversifying the transport sector (with CoMoUK)
 - 20 minute neighbourhoods
 - making active travel easier
- What else could help?
- Where to start?
- Setting up a project/developing a community action plan
- How Sustrans can support



Proportion of people in Scotland considerably affected by the increasing cost of transport?



Public Attitude Survey (July 2022)



Most likely to be affected

- Women
- Disabled people
- People with a long term limiting health condition



What can exacerbate this?

- **Terrain** (steep slopes, uneven pavements etc)
- **Unsafe infrastructure** (underpasses etc)
- **Poor accessibility** (steps, lack of space for wheelchairs etc)
- **Poor transport planning**



Discussion:

How does this impact on community life?
What are the knock-on effects?

“Driving feels free on a day-to-day basis”

Overall costs of different types of transport –
practical activity

Things to consider


Driving:

- Cost of driving lessons & tests (total average cost in Scotland £1278)
- Cost of vehicle (<https://www.autotrader.co.uk> – also write down license plate number)
- Tax (on Autotrader click on your vehicle and then click running costs)
- Fuel (use mpg from Autotrader, price from <https://www.rac.co.uk/drive/advice/fuel-watch> 1 gal = 4.5 litres)
- MOT and repairs (<https://bookmygarage.com>, type in license plate number, select MOT interim service)
- Insurance (average cost by age: 25 = £719, 35 = £639, 45 = £575, 55 = £468, 65 = £491, 75 = £752)

Public Transport: Consider whether paying by journey, monthly or annually.

- Traveline Scotland <https://www.travelinescotland.com/>
- Lothian Buses Ridacard <https://www.lothianbuses.com/ridacard/>
- First Bus <https://www.firstbus.co.uk/buy-ticket/first-unlimited>
- Borders Buses <https://www.bordersbuses.co.uk/fares-and-tickets>
- McGills Buses <https://www.mcgillsbuses.co.uk/fares-and-tickets>
- Scotrail season tickets <https://www.scotrail.co.uk/commuter>

Cycling:

- Cost of bike, helmet, panniers, lights, waterproof hi-vis clothing, servicing (to find your local bike shop, <https://www.cyclestreets.net>, and enter your postcode. Closest bike shops will have this icon:  Look up servicing costs on their website).
- Nextbike Glasgow <https://www.nextbike.co.uk/en/glasgow/prices/> May need extra snacks during the day

Walking: Cost of suitable footwear. May need extra snacks during the day

What could help?

Financial support for public transport

- Free travel for certain demographics?
- Cap fares for some types of journeys?
- Assistance for some modes?



What could help?

Diversify the transport sector

- Demand Responsive Transport
- Expand mobility hubs
- Community carshare



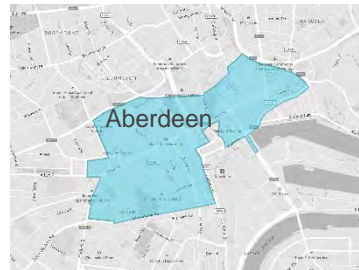
Low Emission Zones

Low Emission Zones (LEZs) are specific areas in cities where access for the most polluting vehicles is restricted.

Penalty charges will be issued to non-compliant vehicles:

<https://www.lowemissionzones.scot/get-ready/vehicle-registration-checker>

May impact how you travel in your area:



What could help?

20 minute neighbourhoods

Make walking and cycling easier

- Infrastructure
- Access to bikes
- Confidence building
- Help with costs



What else could help?



Where to start?

Setting up your project – getting started

Encouraging people to travel to venues and events actively



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

The Communities Team has pulled together these pointers to encourage everyone to travel actively to any venues and events. Whether that's walking, cycling, or using any other form of human-powered transport – like wheelchairs, scooters, and even skates and skateboards.

You might already be doing some of these – great stuff! But it's worth reviewing your messaging to update advice and identify any gaps. All these ideas are low cost and simple to put in place. For advice on more in-depth activities, get in touch.

1. Include all travel options as directions on your website

Put walking, wheeling and cycling directions first, then public transport options, followed by driving directions. It sounds obvious but you'd be surprised how many venues only include driving directions. If you don't have a car park, make it clear that parking will be difficult.

2. Promote cycle hire schemes

If you have one of these in your city or town, highlight nearby docking stations and how to link with other transport modes e.g. If you're coming by train, there's a cycle hire station just outside the train station on the left!

3. Give details of routes from key local areas

It's a good idea to include how to get to your venue from a couple of popular areas in and around your community, e.g. It's 10 minutes' walk from the town centre, or 15 minutes from the train station if cycling.

Don't forget to think about if there are steps or steep hills that may not be accessible for everyone. If so, give some alternative routes.

4. Display maps of local walking & cycling routes

Have a large map in a prominent place in your entrance area. Ideally it's helpful to have some copies that people can take away, too.

Why get involved?

Over half of journeys made by car are under 5km.

Save money and improve health by walking, wheeling and cycling.

Encourage communities to talk about how they travel, and help them make any positive changes.

“If you want to encourage someone to do something, make it easy.”

Richard H. Thaler

5. Ask people how they travelled to reach you

If you have a sign in/out system, this can be an easy place to include a question asking people how they travelled to get to your event. You could even have a noticeboard in the entrance area where people can write or draw how they got from A to B.

Running & 2-wheeled mobility in the UK: The British Association of People who use Scooters (BAPES)



How to start a walking, wheeling and cycling group.



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Setting up a bike library Communities Team top tips



Things to consider

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?

Buying equipment

Invest in better quality bikes as they will be easier and more enjoyable to ride, simpler to maintain and get spare parts for, and a better long term investment. Look to spend at least a few hundred pounds per bike, and upwards of £1,000 per e-bike as a ballpark figure. Hybrid-style bikes are usually a good all-round choice, whether e-bike or traditional.

Think about a range of frame sizes and/or styles to suit people of different heights and preferences. It might also be worth including one or two folding bikes and/or cargo bikes so people can try these out.

Some bike libraries promote inclusive cycling by offering a range of adapted bikes. These can also include wheelchair bikes and tricycles. For more information, CyclingLUS has a useful guide.

Look to buy bikes locally if you can – not only will this support local business, but practically it will make sorting out any issues much easier. The bike shop will be much happier to help on a fleet they supplied than fix cheap bikes bought elsewhere.



Running & 2-wheeled mobility in the UK: The British Association of People who use Scooters (BAPES)



Setting up your project – obtaining funding

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 funder?

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 crucial to 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.

Illustrative example

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

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.

Success story

Jilly Dicks from SCORE Scotland based in Edinburgh, shares their approach to project design. They successfully secured Climate Change funding.

"What was key for me was having an established group that was already involved in the target project which was more facilitating."

"I asked the group whether they would be interested in learning how to ride a Dicks, so even before we started planning for the actual sessions, there was already buy-in from the community."

"It might not mean that the same people will get involved in the project when funding is secured, but they can help mobilise the other community members."

"Listening to what the community is saying will help – as the project design adapts to their needs, there will be greater buy-in, and they themselves will scale out acquisition of new people."



Research the funder

What kinds of projects have they funded in the past?

Remember that lived experience is expertise

Don't play it down. If your community experiences particular inequalities, describe how these affect people. The funder may not have specialist knowledge on this so it's valuable.

Be imaginative

Creative or innovative projects can stand out from the rest, especially when the fund is competitive.

Apply for funding towards bikes/e-bikes?

Make sure you budget for how these will be securely stored, including good quality locks for when in use as well as storage on site. Have you budgeted for how they will be maintained?

Paths for All's Community Paths Grants

support the creation, improvement, maintenance and promotion of community paths.

Paths for All's Smarter Choices Smarter Places Open Fund

supports measures to encourage bicycle busies and community car clubs for longer journeys; walking and cycling for short journeys; and home working to replace daily commutes.

Make sure outcomes are reasonable

E.g. "We will upgrade 300 bikes over the course of the project year". But does this include time taken to recruit staff and get the premises fitted out?

Cut the jargon

Once you've written the summary of your project, ask someone who's not connected to your organisation to read it over to make sure it's clear and understandable.

Active travel funding schemes

Cycling Scotland's Cycling Friendly Programmes for schools, employers, communities, campuses and social housing providers. Each has a related fund which can pay for bike libraries, equipment, storage, repair facilities, and other.

Energy Saving Trust's eBike Grant Fund supports e-bike libraries and loan schemes, and can include e-cargo bikes and adaptive bikes.

Other useful resources

The Scottish Council for Voluntary Organisations (SCVO) Database of track down funding opportunities.

SCVO's Guide to Finding Funding has lots of handy advice to help you discover relevant funding options.







Developing a community action plan

Wester Hailes, Sighthill and Broomhouse Community Behaviour Change Action Plan

07 September 2021

To find out more, please contact: Caro Kemp
Caro.kemp@sustrans.org.uk

Sustrans is the charity making it easier for people to walk and cycle.
We connect people and places, create liveable neighbourhoods, transform
the school run and deliver a happier, healthier commute.

Join us on our journey:
www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

Executive Summary

Sustrans' Communities team spent 14 months listening, talking and collaborating with people in the Wester Hailes, Sighthill and Broomhouse communities of southwest Edinburgh. By talking with individuals, groups and community organisations in the area, they have heard about what makes walking, wheeling (travelling with a wheelchair, scooter, pram, buggy etc) and cycling in the area difficult for a wide range of people. From this, Sustrans worked with local community organisations to form a steering group, who used their collective knowledge and experience to discuss potential solutions to these barriers. By drawing from local experiences, and inspiration from successful community-led active travel (walking, wheeling and cycling) work carried out elsewhere, the steering group co-produced an active travel behaviour change action plan for the area, and identified a suite of interventions to overcome barriers. The intention is that members of the steering group and other local organisations will be well placed to help deliver these interventions, leading to a highly embedded and effective programme. This will complement the new walking, wheeling and cycling infrastructure which is being delivered by City of Edinburgh Council in partnership with Sustrans' Places for Everyone team.

Background



The West Edinburgh Link (WEL) is a large scale infrastructure project which will transform cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, in the west of Edinburgh. The project will connect up South Gyle, Edinburgh Park and local neighbourhoods (East Craigs, South Gyle, Bankhead, Sighthill and Wester Hailes) with high quality walking and cycling routes and new public spaces. Construction is due to begin in 2021. The southern section of the new route extends from Calder Road, along Wester Hailes Road all the way to Lanark Road. The majority of this section is an area of multiple deprivation, providing an opportunity for Sustrans' Communities team to trial a new approach to increasing accessibility of mobility and reducing health inequalities; working in collaboration with local community-based organisations to identify and deliver behaviour change interventions. These are coordinated sets of activities designed to change specified behaviour patterns. A behaviour change plan is a requirement for all Places for Everyone projects, ideally with an associated budget of at least 5% of the overall budget. This Behaviour Change Action Plan is an example of how a behaviour change strategy can be co-produced with local organisations, drawing from their knowledge, skills and experience to create a collection of

Developing an action plan

Action	Delivery partner	Timing
Dr Bike sessions	SCORE Scotland	June - Oct
Cycle training for families	SCORE Scotland	June - Oct
'Pay as you can' Fix Your Own Bike sessions	Bridge 8 Hub	June – Aug (trial)
Considerate Path User campaign	WHALE Arts	June - March
Benches and signage for walkers	SCOREScotland	April - March

Bikes For All



Sustrans support programmes

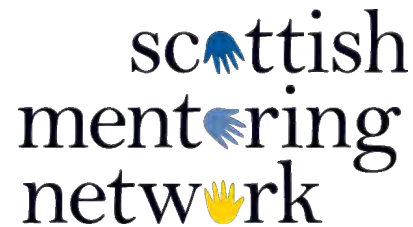
Community Active Travel Support Scheme

3-6 months in-depth support for

- **Low income communities (10-20% SIMD)**
- **Communities which experience inequality**



Activate Mentoring



Peer to Peer mentoring programme for:

- People experienced in delivering community based active travel related projects
- People who may not have experience but would like to set up or develop a project



Both programmes include:

- access to free training for staff and volunteers
- a letter of support when applying for funding



Places For Everyone

Feasibility studies

Single 'A to B' routes

Connections to local public transport

Placemaking projects



Creating new neighbourhood links in Toryglen



<https://www.showcase-sustrans.org.uk/news/creating-new-neighbourhood-links-in-toryglen/>

Other programmes

Volunteer team

Workplaces

NCN grants

I Bike (schools)

Active Travel Hubs

Cargo Bike Scotland

Communities.team@sustrans.org.uk



For further info

General help and advice for community organisations Communities.team@sustrans.org.uk

Community Active Travel Support Service <https://www.sustrans.org.uk/our-blog/projects/2022/uk-wide/community-active-travel-support-service/>

Activate Mentoring <https://www.sustrans.org.uk/our-blog/projects/2022/uk-wide/sustrans-launches-activate-mentoring/>

Places for Everyone <https://www.showcase-sustrans.org.uk/places-for-everyone/>

Volunteers team Lisa.Morton@sustrans.org.uk

Artroots <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/artroots-funding-for-the-national-cycle-network-in-scotland/>

Love Your Network <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/the-love-your-network-grant-for-community-groups-in-scotland>

For further info

Way to Work website <https://www.waytoworkscot.org/>

I Bike volunteers Volunteers-scotland@sustrans.org.uk

Ayr Active Travel Hub <http://athubnetwork.co.uk/ayr-active-travel-hub>

Kilmarnock Active Travel Hub <http://athubnetwork.co.uk/kilmarnock-active-travel-hub>

Cargo Bike Scotland: cargobike@sustrans.org.uk

References

Glasgow Transport Strategy

Jain et al, 2017, 'Predicting susceptibility to use demand responsive transport using demographic and trip characteristics of the population' Travel Behaviour and Society

National Planning Framework (NPF4)

Public Attitudes Survey Data: Wave 22 | Transport Scotland

Sustrans, "What is a 20-minute neighbourhood?"

Survey!

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