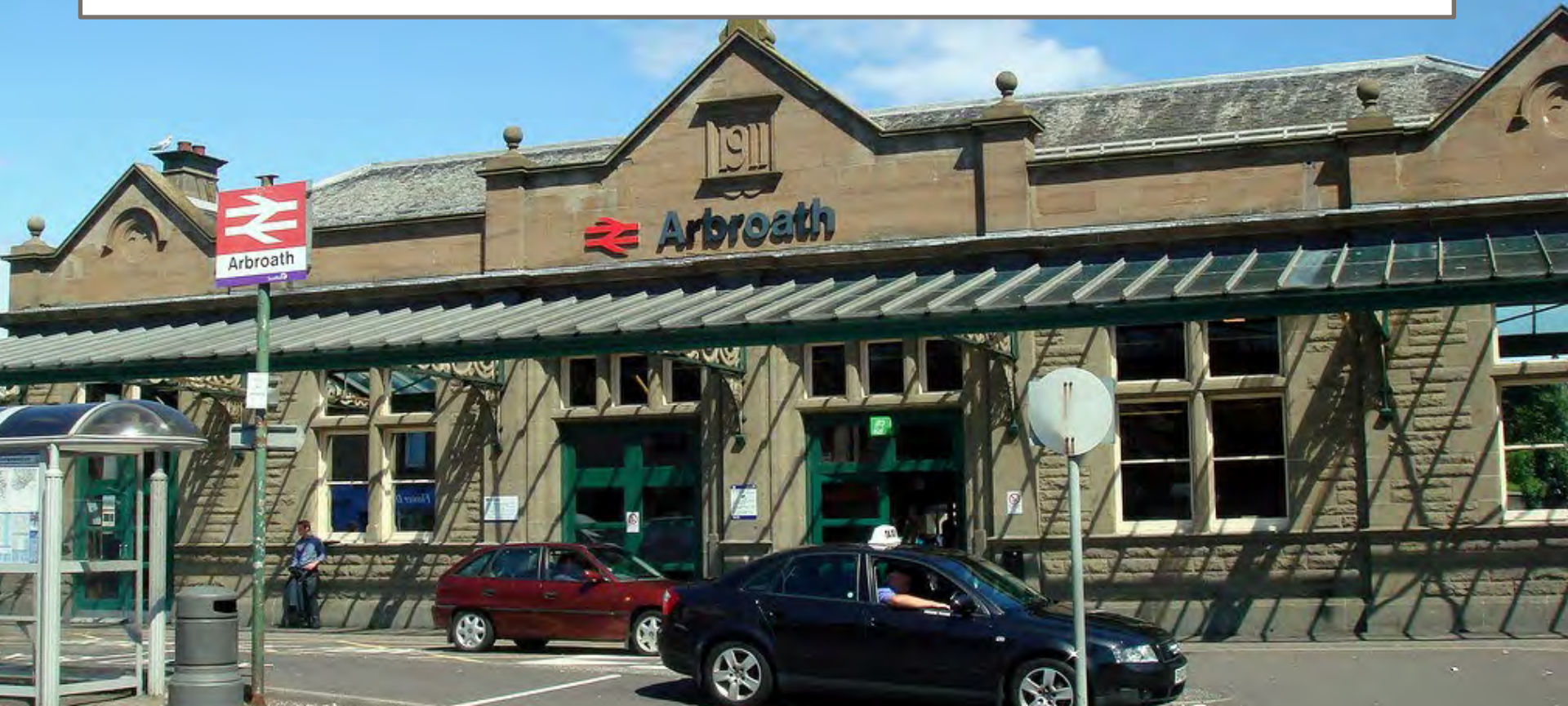


Cost of Living, Community and Active Travel

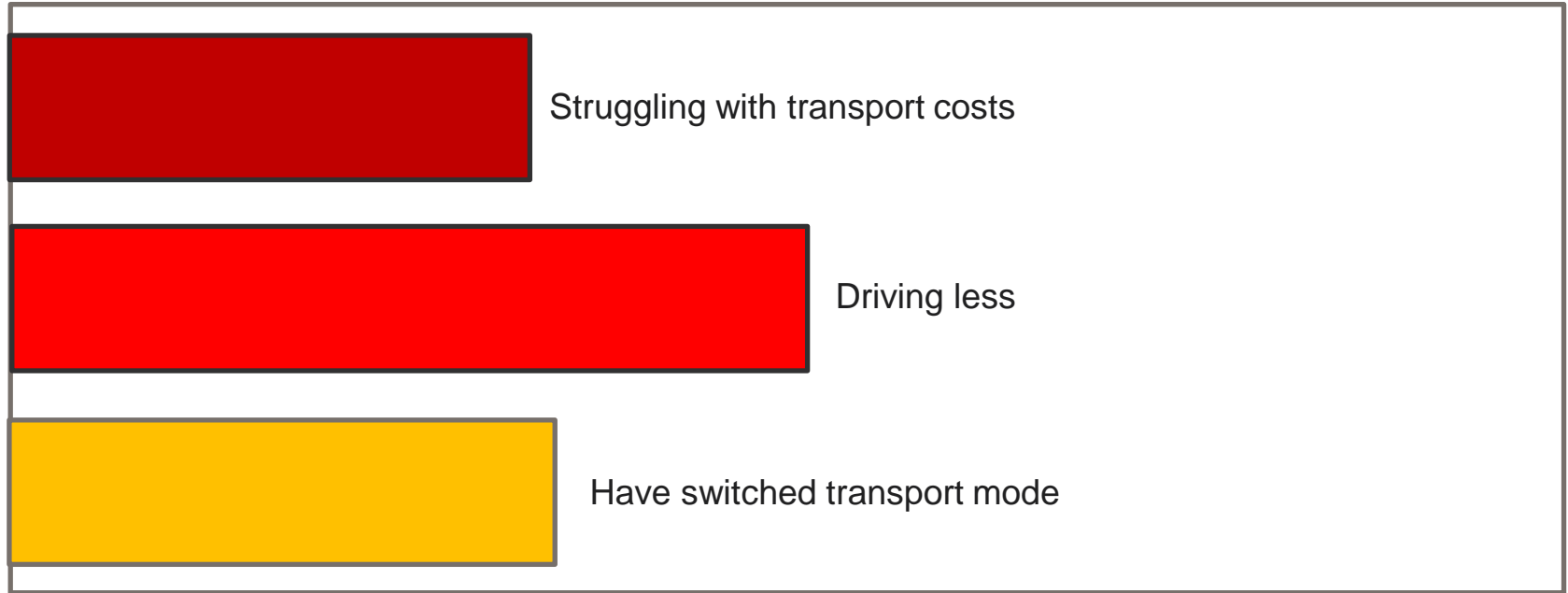
Sustrans Scotland Communities Team



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
- Older people, ethnic minorities, LGBT+ etc
- Those living further from services



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

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
- Car clubs



What could help?

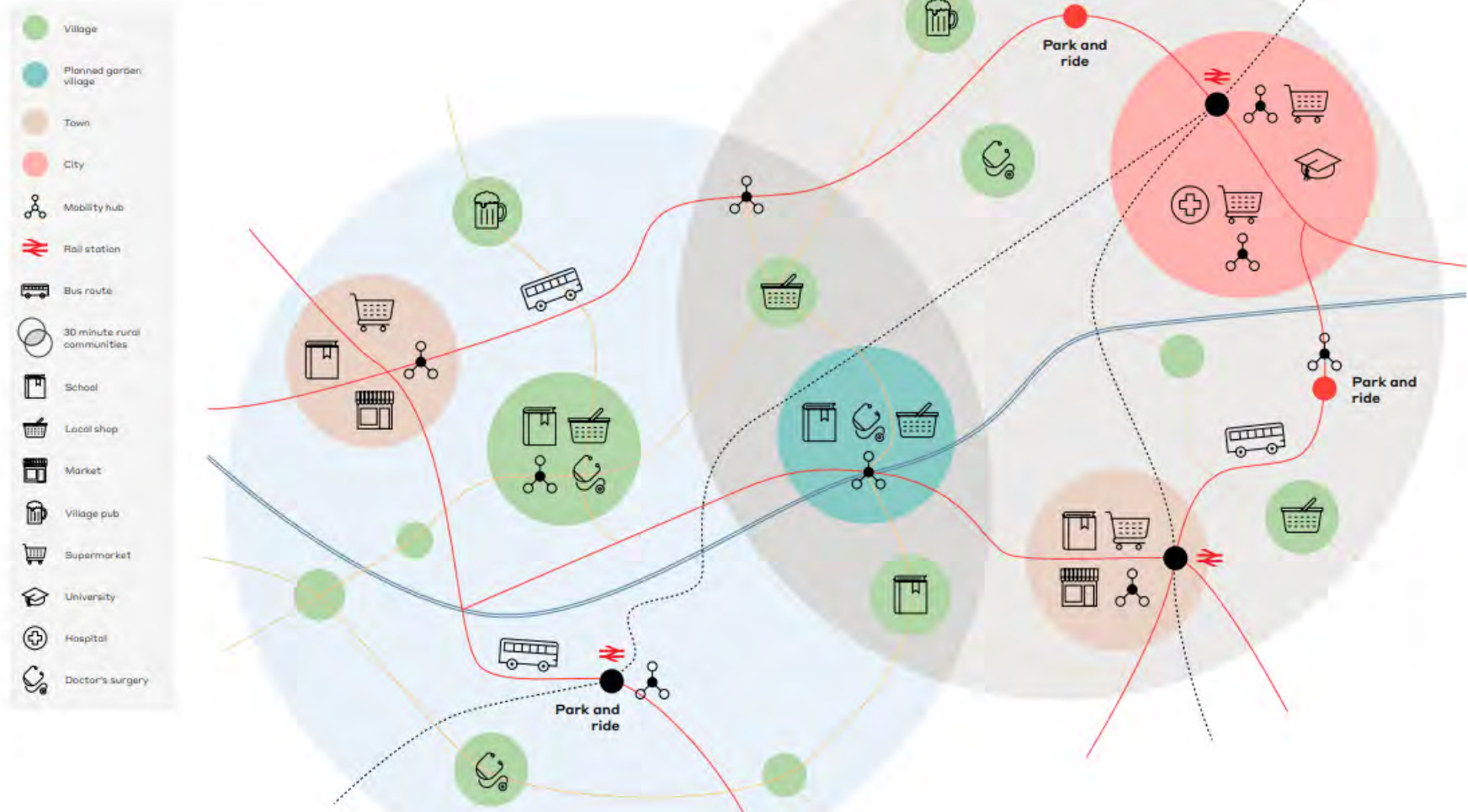
Mobile services

20 minute neighbourhoods

30 minute rural community



This diagram illustrates how a network of new, existing and improved assets and services could interlink to provide a web of improved outcomes for a theoretical rural landscape.



What could help?

Make walking and cycling easier

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



<https://www.cyclinguk.org/accessbikes>

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 a 2 day event? Start by looking at the Scottish Government and Homelessness (Scotland) Bill.



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 a 2 day event? Start by looking at the Scottish Government and Homelessness (Scotland) Bill.



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.

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 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 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 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.

Success story

Jilly Dicks from SCORE Scotland is a social justice organisation 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 we were facilitating.

"I asked the group whether they would be interested in learning how to ride a bike, 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.

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.

How have you considered g-term sustainability?

The application include steps to becoming less grant reliant?

Be imaginative

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

Applying 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?

Insurance providers may require the bikes to be checked by a qualified bike mechanic. This can be costly, but you may wish to allocate some funding to build internal capacity by training staff and/or volunteers in Velotech or similar.

Active travel funding schemes

Cycling Scotland's Cycling Friendly Programmes for schools, employers, communities, campuses and social fund which can pay for bike libraries, equipment.

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

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.

Sustrans Scotland's Places For Everyone provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. The aim is to check when the next funding round is open.

Other useful resources

The **Scottish Council for Voluntary Organisations (SCVO) Database of track down funding opportunities** in Scotland can help you.

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





Helmsdale Station House

Developing a community action plan



The Leven Connectivity Project

Behaviour Change Community Action Plan

A proposal for actions that encourage more people to walk, wheel and cycle



Prioritised actions	Possible costs	Likely timescales (short/medium/long)
1. Create an umbrella group – with community representation at its core and fostering partnership working.	<p>£0-£5,000</p> <p>Costs of providing a secretariat and places to meet.</p>	Short
<p>Organisations who would like to continue the conversation or become involved: Fife Voluntary Action, Corra Foundation, Community Trade Hub, Circle Methil, CLEAR/LMRC, Fife Coast & Countryside Trust, Dementia Friendly Fife, Kingdom Off Road, Levenmouth Academy, Cycling UK</p> <p>Other organisations that might like to be involved: STAND, Fife Council CLD</p>		
2. Develop and expand existing outdoor spaces (e.g. beach, parks) / zones for a variety of uses and opportunities.	<p>£10,000 - £100,000</p> <p>Costs of people spending time to identify opportunities and invest in suitable interventions.</p>	Medium
<p>Organisations who would like to continue the conversation or become involved: Kennoway Pump Track / Fife Mountain Bike Community, Community Trade Hub, Corra Foundation, CLEAR, Kingdom Off Road, Levenmouth Academy</p>		

Sustrans support programmes

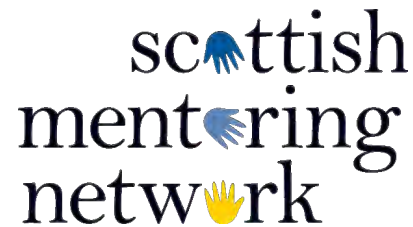
Community Active Travel Support Scheme

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



Strathmore Cycle Network



Other programmes

Volunteer team

Workplaces

NCN grants

I Bike (schools)

Active Travel Hubs

Cargo Bike Network

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/>

Scottish Workplace Journey Challenge <https://scotland.getmeactive.org.uk/>

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 Network: cargobike@sustrans.org.uk

Scottish Community Safety Network 'Climate Change and Community Safety'
<https://www.safercommunitiesscotland.org/new-climate-change-community-safety-zine/>

References

Future Mobility, 2021, 'The 30 minute rural community'

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)

Olsen et al, 2022, 'Nationwide equity assessment of the 20-min neighbourhood in the scottish context: A socio-spatial proximity analysis of residential locations', Science Direct

Public Attitudes Survey Data: Wave 23 | Transport Scotland

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

Sustrans 'Car clubs and car-sharing'

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

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