

Cars, Communities, and Active Travel

Sustrans Scotland Communities Team



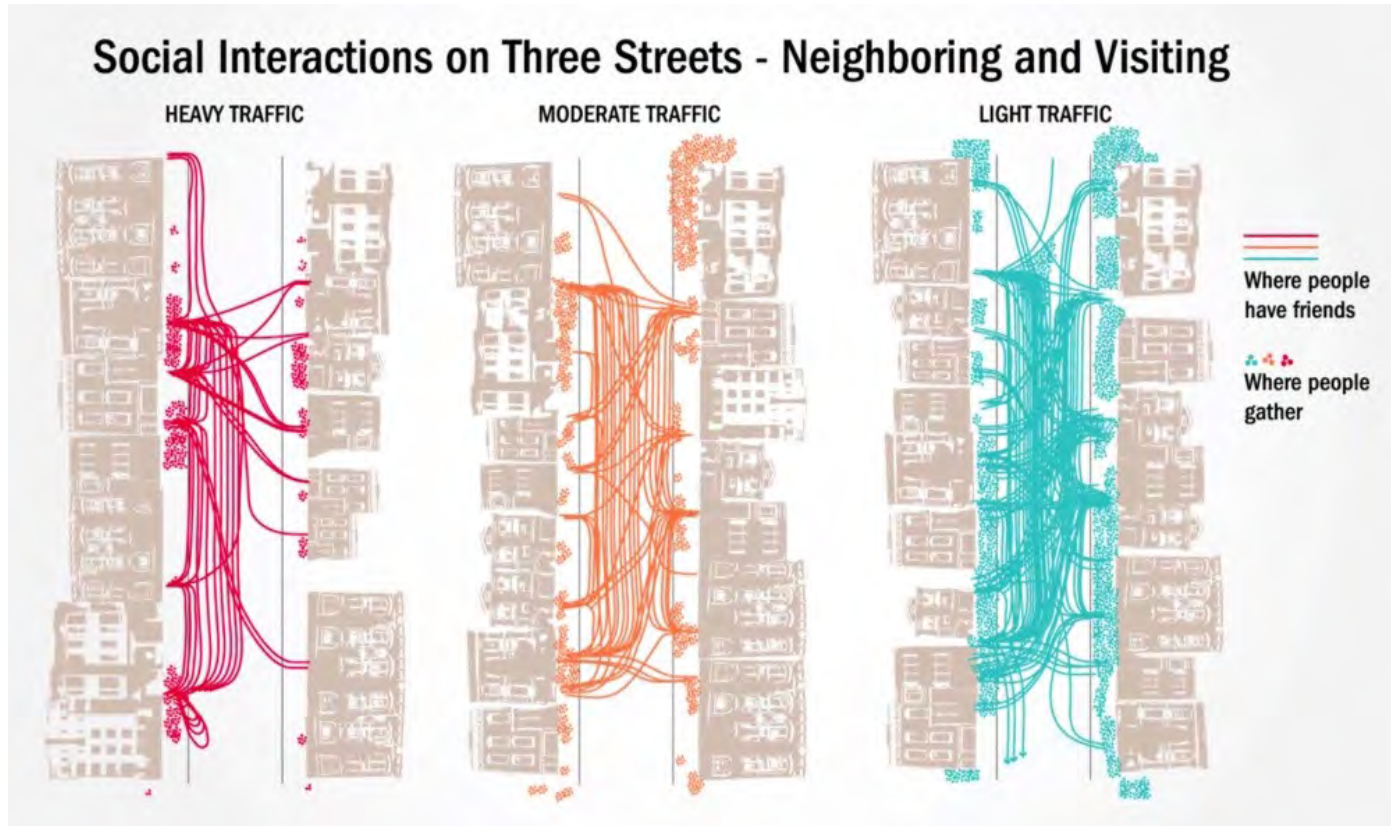
Dad, pass me the superglue
she need's welding

What are we going to talk about?

- Impact of traffic on community connections
- Impact of danger and health
- Freedom for children to travel and play unsupervised

What makes a strong community?

Community Connections



Community Connections

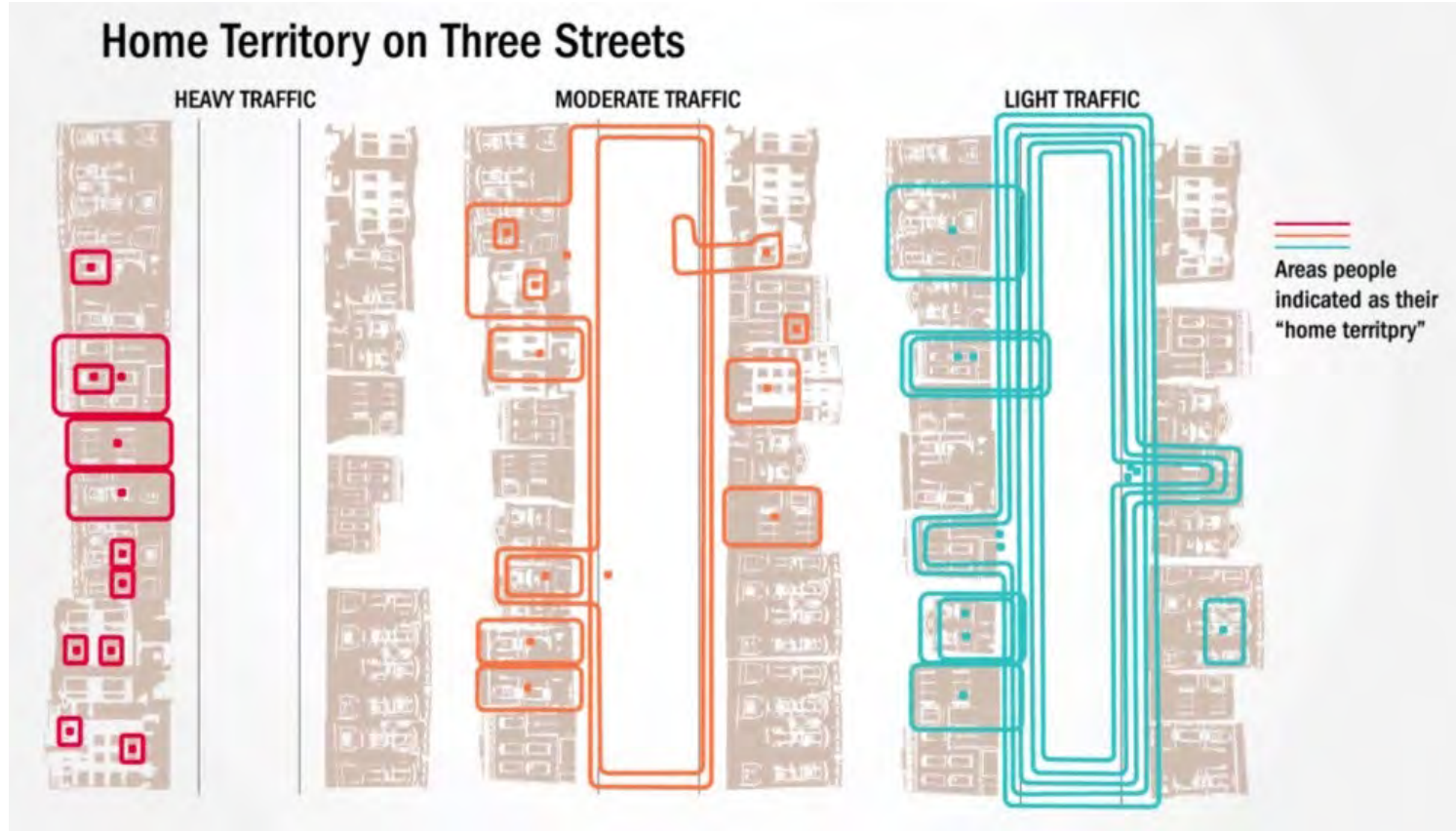
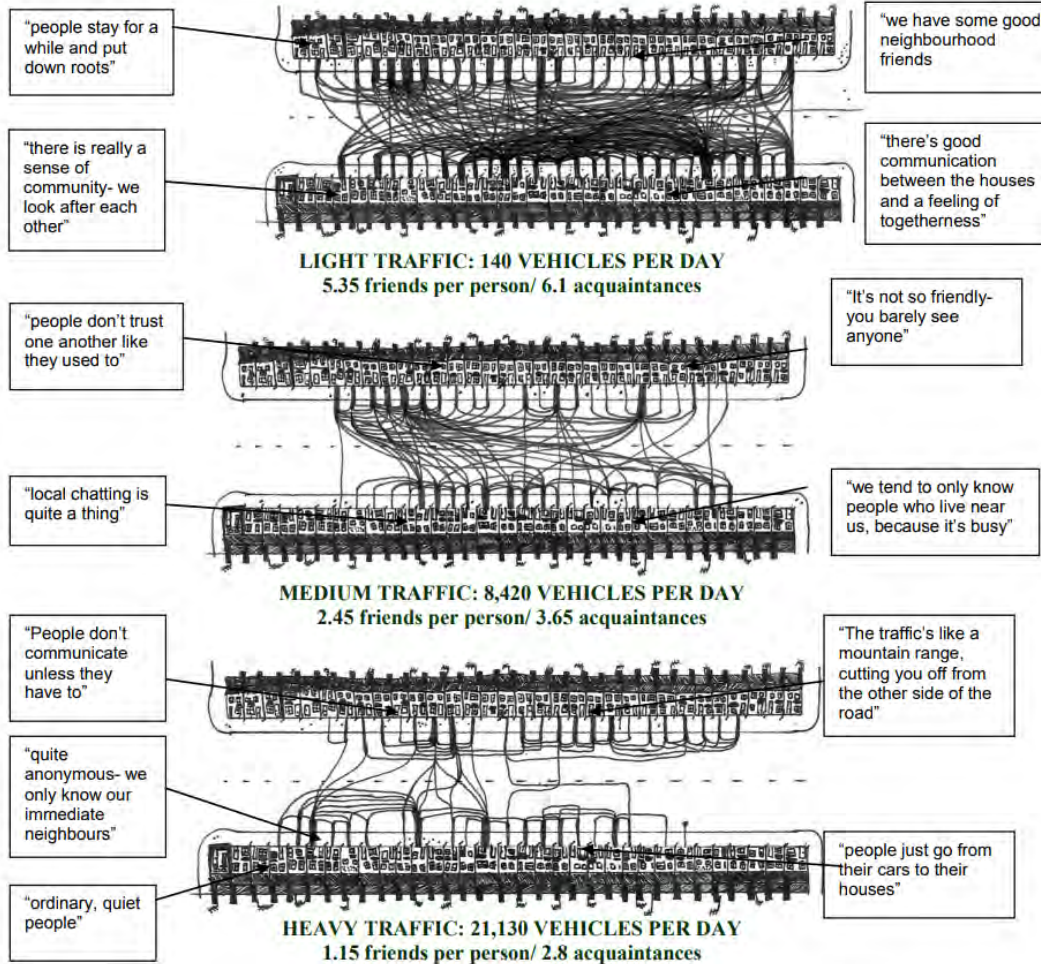


Figure 4 Community interaction on three Bristol streets



Community Connections

Break out Session

Think about the local streets in your area or neighbourhood.

- 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?
- Are the people you work with more or less likely to be connected locally if they own a car?

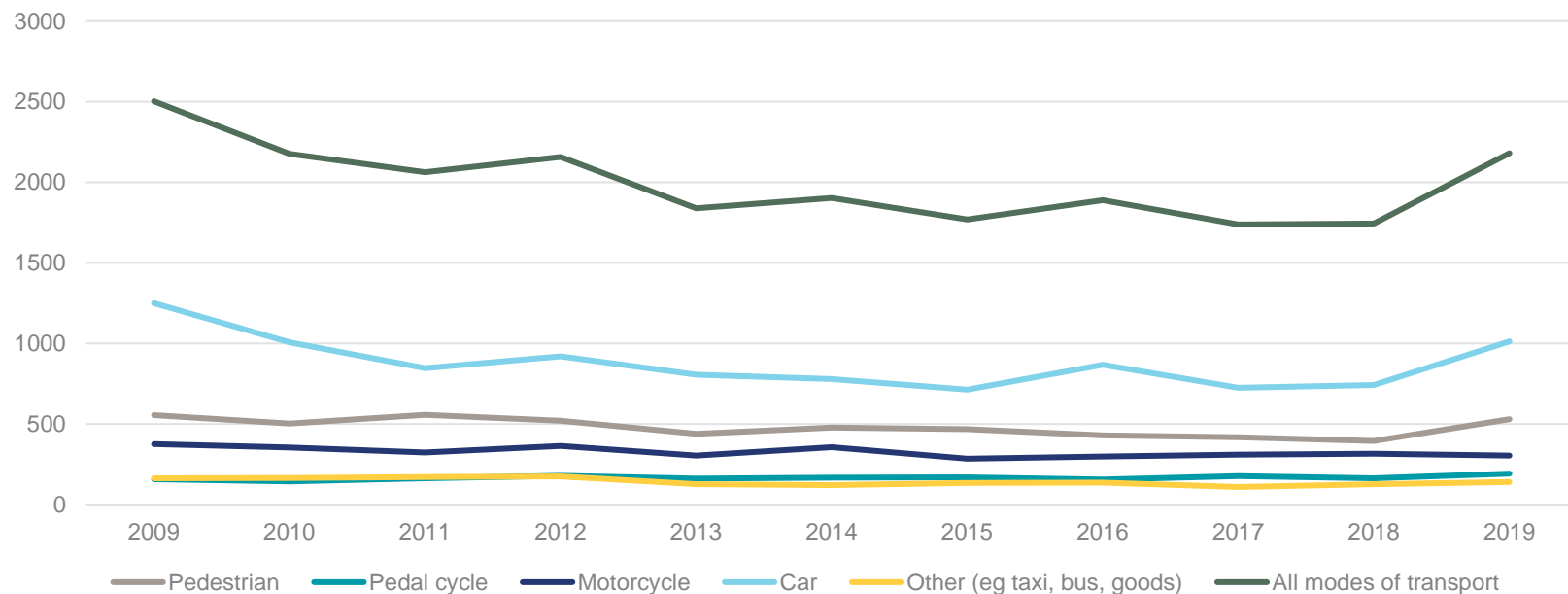
Danger and Health

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

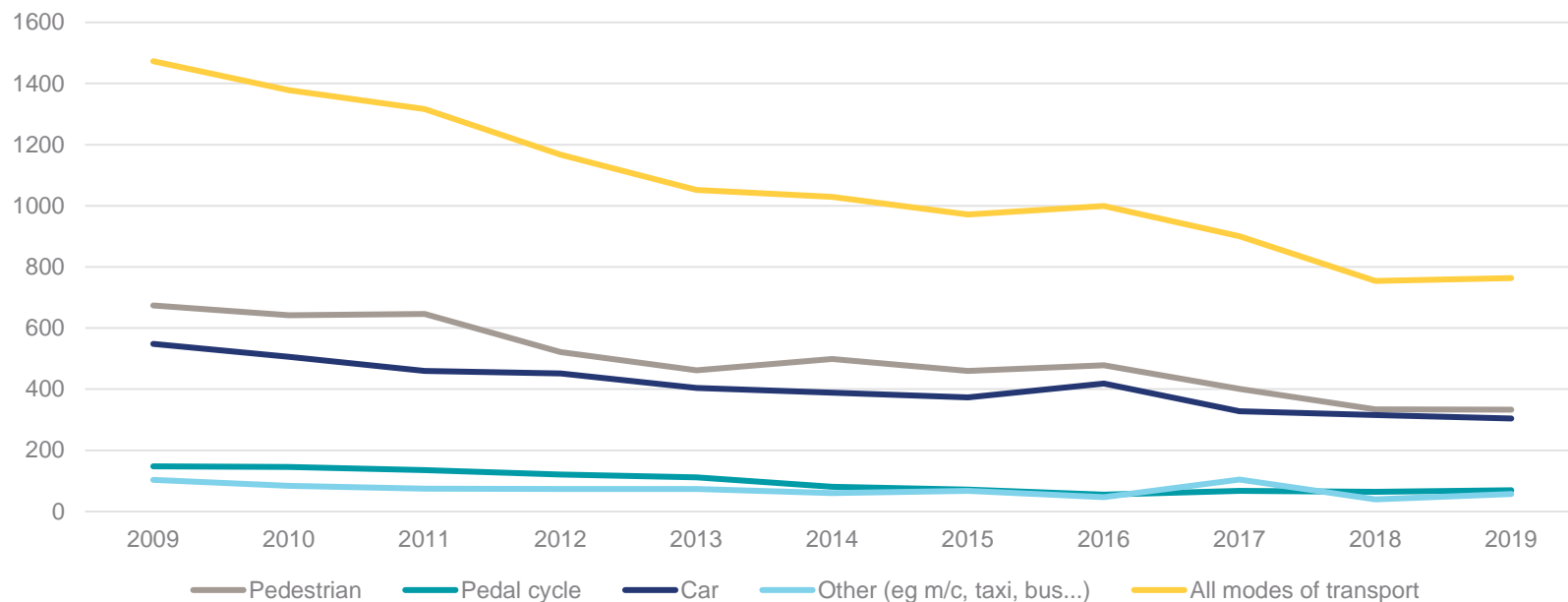
How many people were killed or seriously injured in a road traffic accident in 2019?

How many were children?



Danger and Health

Child Road Incident Casualties in Scotland



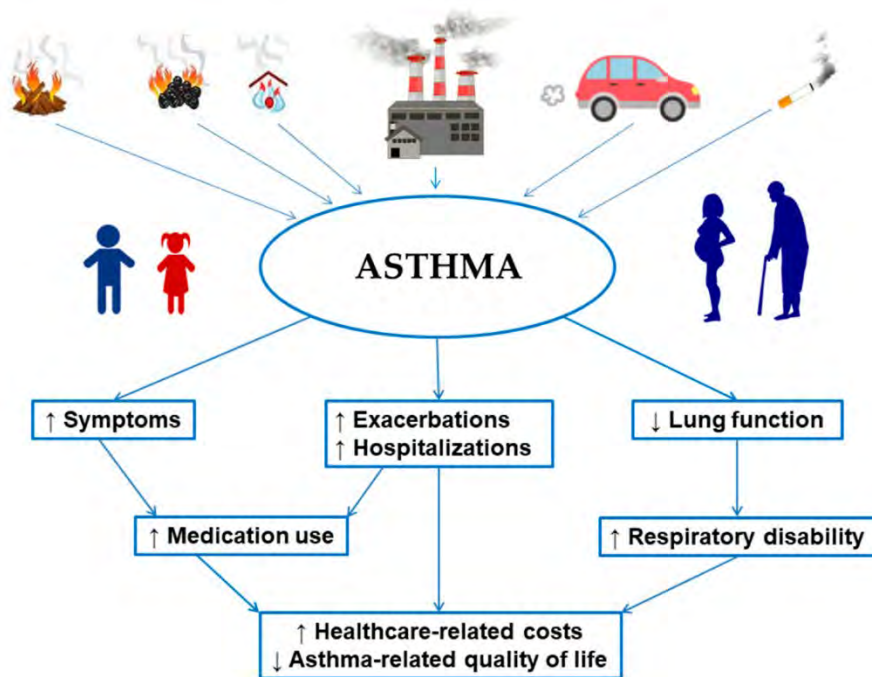
Danger and Health

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 your local area or neighbourhood.

- 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 areas where air pollution is noticeably high, or people tend to let their engines idle?

Break

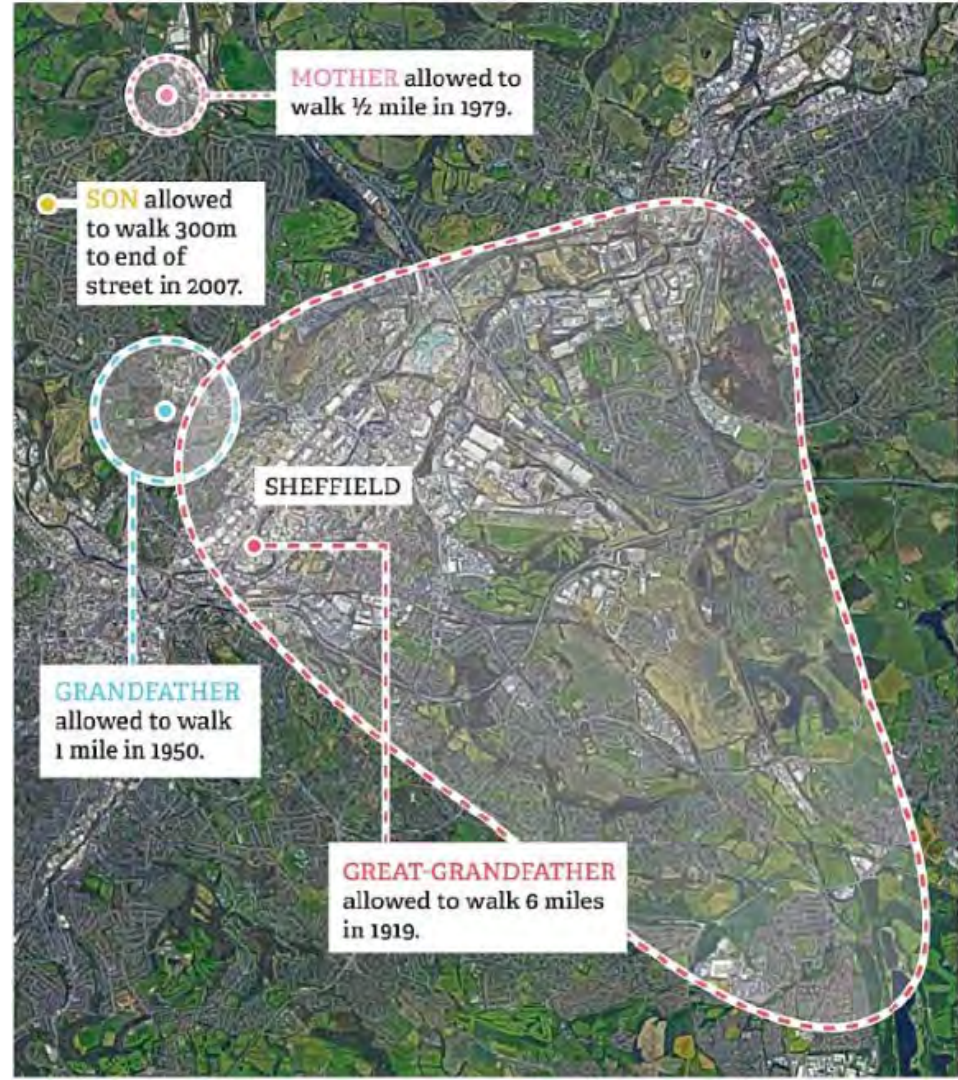


Children's travel and play (unsupervised)

When you were a child, how far did you travel from your home without adult supervision? (include the decade you would have been a child)

e.g. “mid 90’s, up to around 2 miles”

Children's travel and play (unsupervised)



Children's travel and play (unsupervised)

- Eighty one per cent of households had access to one or more cars or vans in 2020; over one third (36%) of households had access to two or more cars or vans
- Research shows that the majority of cars spend 95% of the time parked. Many of them on public land – on street or in designated parking areas.

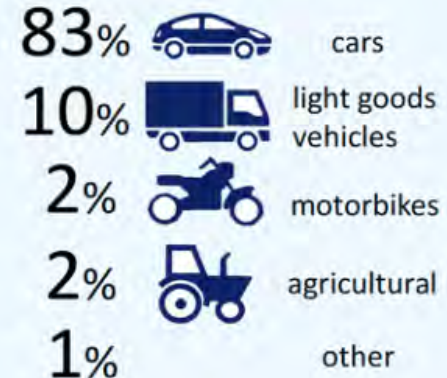


Children's travel and play (unsupervised)

- 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.

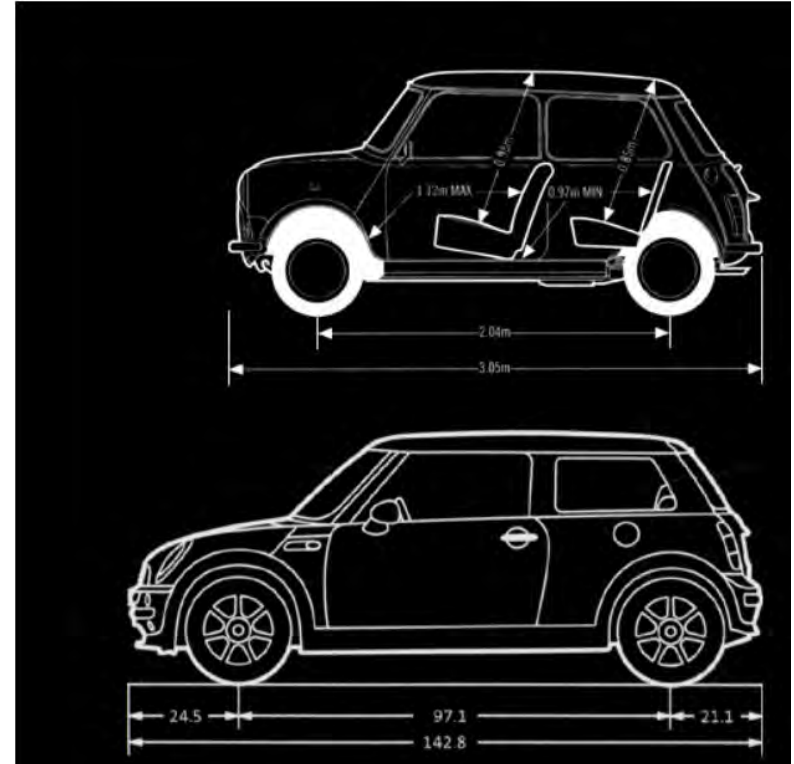
3.04 million

Vehicles licensed for road use
in Scotland in 2019



Children's travel and play (unsupervised)

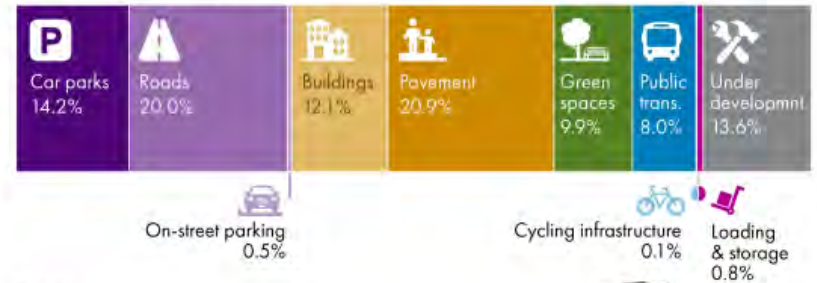
- 1961 Classic Mini Cooper, and 2002 new Mini Cooper. The Mini Cooper Countryman released in 2011 is bigger still.



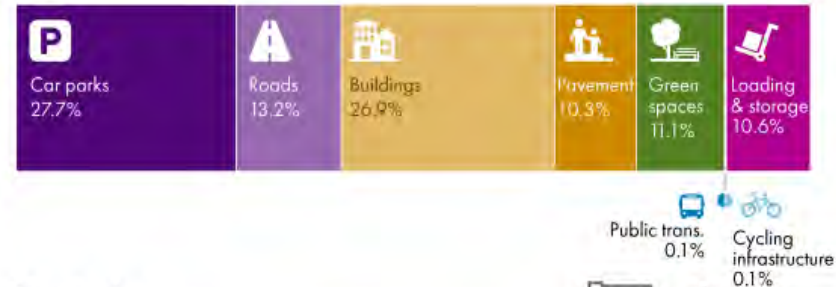
Children's travel and play (unsupervised)

- We have a finite amount of public space available to us
- An inordinate amount is given over to private vehicles
- The biggest impact of this is on the most vulnerable and least likely to own a car.

Dundee waterfront



SEC



Finnieston



Children's Travel and Play

Break out Session

Think about the local streets in the area or neighbourhood you work in.

- What opportunities for play or social interaction are there outside of formal playground spaces for children and young people?
- Do the people you work with feel comfortable letting their children/teenagers play out and walk to school independently (and at what age)?
- Are there places that are inaccessible or unsuitable for children/young people due to roads being too busy?

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.

Use of Public Space

- more space and opportunity for social activities – play streets, green spaces, parklets, benches,
- Opportunity for social interaction and stronger feelings of community and belonging.

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

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 on 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.

Running is a regulated activity in the UK (Road Running and Triathlon Association)

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?

Remember to consider equality in the UK (UK Equality Commission and Equality Information)

Buying equipment

Invest in better
It will be easier and simpler to spare parts for an investment. Look a few hundred pounds upwards of £1,200 for a bike. It are usually a good whether to bike or

Think about a range of different heights
might also be w two folding bikes so people can try

Some bike libraries of adapted bike
include wheelchair For more information a useful guide.

Look to buy bike
can – not only if business, but pre sorting out any it The bike shop will help on a fleet of cheap bikes bou



How to start a walking, wheeling and cycling group.



How can we help?

Funding

- Art Roots
- Love Your Network
- Places for Everyone
- School Streets
- Street Design and Pocket Places
- 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 decided 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.

Sustrans is a registered charity in the UK, No. 287024 (England and Wales) SC129602 (Scotland)



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?**

References – Social Connections

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<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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UK committee on Medical Effects of Air Pollutants	https://www.bmj.com/content/362/bmj.k3632
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Impact of Air Pollution on Asthma Outcomes.	https://doi.org/10.3390/ijerph17176212).
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Car ownership	https://www.transport.gov.scot/publication/scottish-transport-statistics-2021/chapter-01-road-transport-vehicles/
Time Parked	https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf
Number of cars registered	https://www.transport.gov.scot/publication/scottish-transport-statistics-no-39-2020-edition/chapter-1-road-transport-vehicles/
Journey length	https://www.transport.gov.scot/media/43682/sts_2012.pdf https://www.transport.gov.scot/publication/transport-and-travel-in-scotland-2019-results-from-the-scottish-household-survey/personal-travel/
Size of cars	https://www.zuto.com/car-size-evolution/ https://www.carsized.com/en/ https://www.youtube.com/watch?v=jN7mSXMruEo
Private vehicles are stealing public cities: land-use analysis across Glasgow and Dundee, Scotland	https://www.scotlandfutureforum.org/wp-content/uploads/2020/07/2020-06-LandUseResearchProject_FullReport.pdf

Sustrans Programmes

General help and advice for community organisations (until end of July)

Communities.team@sustrans.org.uk

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

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>

Sustrans Programmes

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

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

School Streets: <https://www.showcase-sustrans.org.uk/behaviour-change/>

Street Design and Pocket Places: <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/street-design-in-scotland/>

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.

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