

# Transport and Environment Committee

10.00am, Thursday, 20 June 2024

## People and Place 2024/25 and Cargo Bike Movement

Executive/routine  
Wards

Executive  
All

### 1. Recommendations

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- 1.1 It is recommended that Committee:
  - 1.1.1 Agree the proposed allocations for People and Place funding for 2024/25 (Appendix 1);
  - 1.1.2 Approve the proposed grants outlined in paragraph 4.6;
  - 1.1.3 Note options for supporting Cargo Bike Movement (CBM) set out in paragraphs 4.9 to 4.16 of the report. Should Committee decide to award funding, this would be provided under the conditions of the Council's Grant Standing Orders; and
  - 1.1.4 Note that, should Committee approve the award of funding to CBM for 2024/25, officers intend to work with the organisation to explore routes to a reduced reliance on grant funding.

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## People and Place 2024/25 and Cargo Bike Movement

### 2. Executive Summary

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- 2.1 This report sets out proposals for grant funding in 2024/25 for the People and Place programme, which is funded by Transport Scotland and administered by the South East Scotland Transport Partnership. The report also updates Committee on discussions with Cargo Bike Movement (CBM) and presents options for financial support in 2024/25.

### 3. Background

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- 3.1 For nine years, the Council has managed a programme of 'behaviour change' initiatives to encourage people to walk and cycle more. The programme has been funded by Transport Scotland's [Smarter Choices, Smarter Places](#) (SCSP) revenue funding stream through which the Council received approximately £500,000 per annum.
- 3.2 SCSP has now been discontinued and a new funding stream established - 'People and Place'. People and Place is administered by Regional Transport Partnerships (South East Scotland Transport Partnership (SEStran) in the case of Edinburgh) on behalf of Transport Scotland.
- 3.3 Some People and Place funding will be disbursed directly via SEStran. However, the Council was invited to submit proposals for a portion of the available funding.
- 3.4 People and Place funding is ring-fenced for behaviour change and access to bikes, with the following themes set by SEStran:
- 3.4.1 Encouraging Active Travel: Young People;
  - 3.4.2 Active Ways to Work;
  - 3.4.3 Street audits and enabling facilities; and
  - 3.4.4 Encouraging Active Travel: Communities.
- 3.5 Unlike the previous SCSP funding, a sizeable portion of the People and Place funding is further ring-fenced for capital expenditure.

- 3.6 On 23 May 2024, Committee approved an [emergency motion](#) asking officers to urgently meet with and explore options for supporting CBM and to provide an update to Committee in one cycle.

## 4. Main report

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- 4.1 The [City Mobility Plan Action Programme](#) summarises the Council's approach to delivering active travel behaviour change. The information in the action programme is supported by a [more detailed delivery plan](#). The actions proposed for support using People and Place funding reflect this delivery plan, as well as SEStran's funding objectives. A prioritisation process has been carried out in collaboration with SEStran to arrive at recommendations for programme spend.
- 4.2 The funding awarded to the Council for 2024/25 is £290,000 (revenue) and £508,700 (capital).
- 4.3 The proposed programme of interventions to be funded via People and Place in 2024/25 is set out in Appendix 1. The programme includes three proposed grants to third parties. The purpose of the grants are:
- 4.3.1 Hire/loan support to access adapted bikes/mobility aids, targeted training/promotion of mobility aid friendly routes via disability advocacy networks and buddy events to improve confidence in travelling actively for people with long-term health conditions;
  - 4.3.2 Social prescribing, to provide opportunities for people to walk, wheel and/or cycle more regularly, generally through supported activities, with the primary aim of improving health and wellbeing; and
  - 4.3.3 Free/pay what you can bike skills and maintenance training, providing opportunities for citizens to learn new cycling skills, with the primary aim of providing tools to equip citizens to be more readily able to continue cycling in the long-term.
- 4.4 Grant opportunities were advertised via a notice on the Edinburgh Voluntary Organisations Council (EVOC) website. Information on organisations that submitted proposals is provided in Appendix 2. In the case of social prescribing, this was a competitive process with only one grant available and the successful bidder was the highest scoring against the advertised criteria.
- 4.5 Officers carried out an assessment of grant proposals, including criteria relating to organisation experience, project objectives and outcomes in relation to the [Active Travel Framework](#), and project fit to eligibility criteria.
- 4.6 In accordance with the [Council's Grant Standing Orders](#), Committee approval for grants of over £25,000 is required. Therefore, there are two grants recommended for approval. These are:
- 4.6.1 Adaptive cycles - Thistle Foundation - £73,698.32; and

4.6.2 Social prescribing – Edinburgh & Lothians Greenspace Trust - £34,525.

4.7 In addition, Committee is asked to note the proposed grant for bike skills training, which is being progressed, but which does not reach the threshold for Committee approval.

### **Cargo Bike Movement**

4.8 Cargo bikes can be used, as the name implies, for load carrying and can replace vans for some delivery and business purposes. They can also be used as an alternative to a car for shopping, transporting children etc. Cargo Bike Movement (CBM) provides free loans of cargo bikes to businesses and households, to enable them to trial this form of transport. It also attends events to enable people to see and try out cargo bikes and runs a transport service for a local food bank. Appendix 3 sets out the outcomes achieved in 2023/24 and proposals for 2024/25.

4.9 Financial support for CBM was considered as part of the process described above but was not initially progressed. This was principally due to the high proportion (roughly 50%) of the total People and Place funding being offered to the Council that would have been required to support the organisation through the next financial year on the basis of near full funding for the proposed expanded programme of CBM operations.

4.10 As requested, officers held further discussions with CBM.

4.11 CBM have applied to Paths for All for a £100,000 grant from the Community Project Transition Fund <https://www.pathsforall.org.uk/community-project-transition-fund> (PFA). However, PFA requires match funding (50% of which must be in cash, with the remainder potentially being in kind). The cash match cannot come from Transport Scotland sources, meaning that People and Place funding cannot be used. This means that the only option available is for CBM to secure the PFA funds with match funding from the Council's cycling revenue and rent rebate.

### ***Match funding for full PFA award, allowing an expanded Cargo Bike Movement programme***

4.12 The expanded programme of activities sought by CBM would require £50,000 of match funding in addition to the £100,000 of PFA funding. A combination of £7,400 in rent relief (in lieu of work carried out by CBM to their premises) and £42,600 of Council revenue funding (from the cycling revenue budget, which totals £90,000) could be used.

### ***Opportunity costs***

4.13 Match funding for this project would be found from the Council's cycling revenue budget. This supports the cycle counter work which provides us with cycling data around the city. This data is very important to understanding trends in the level of walking and cycling in the city. Around half of the counters are obsolete and not currently able to produce data. Spending essentially the entire remainder of the budget on supporting CBM would severely curtail the ability to improve this

situation. Furthermore, this budget is potentially very valuable for supporting some initial feasibility work and/or monitoring and in a constrained funding environment could impact further project development.

- 4.14 If CBM are not successful in their application to PFA then the Council could award a grant, either for the expanded programme or for a more limited programme to maintain their current activities. In this case, the Council could use funding from Transport Scotland sources as there would not be any requirement to match. Wider project delivery which is reliant on Transport Scotland funding would be impacted and the revenue funded projects detailed at Appendix 1 would have to be reviewed. It should be noted that any review of projects and grant funding in this scenario would be subject to committee approval and would be not therefore be available before August at the earliest.

### **Future Opportunities**

- 4.15 It is considered that there is some potential for CBM to charge for services and therefore make itself more financially self-sustaining. CBM have recognised this in discussion with officers, though they believe the potential is modest in current market conditions. CBM is also seeking charitable status, which should assist in securing alternative sources of funding. Should Committee agree to provide funding for CBM for 2024/25, it is recommended that officials engage with CBM to encourage it to move towards a much more secure financial footing.

## **5. Next Steps**

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- 5.1 Subject to approval, the grants will be awarded in accordance with the Council's Grant Standing Orders.
- 5.2 If Committee agree to provide financial support for CBM, a grant funding agreement will also be developed in accordance with the Council's Grant Standing Orders.
- 5.3 It is proposed to bring a report on the outcomes for the People and Place programme 2024/25 to Committee in late spring/early summer 2025.

## **6. Financial impact**

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- 6.1 The grants outlined in this report can be funded from the Council's allocation of People and Place funding from Transport Scotland or from the Council's Revenue Budget.
- 6.2 Details of the financial implications of the options to support CBM are provided above.

## **7. Equality and Poverty Impact**

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- 7.1 People and Place, as with SCSP, aims to make positive contributions towards inequalities and to people vulnerable to falling into poverty.
- 7.2 A large portion of the regional SEStran programme, of which the Council's activities form part, focuses on advancing the rights of children in line with the United Nations Rights of the Child.
- 7.3 Many of the interventions funded by People and Place focus on addressing known barriers to uptake of active travel relating to socio-economic disadvantage.
- 7.4 All interventions funded by People and Place are to be offered at no cost, or on a "pay what you can" basis, and each intervention aims to be as inclusive and accessible as possible, aiming for continual and ongoing improvements in addressing citizen's needs and responding to feedback.
- 7.5 A draft Integrated Impact Assessment (IIA) has been prepared relating to the transition between 2023/24 and 2024/25, and how proposals may positively or negatively impact on people with protected characteristics; on urban and rural communities; and the environmental impact.
- 7.6 The main outcome of the IIA was the positive community impact of bringing people together through these types of initiatives, having a positive impact on quality of life for many groups of people.
- 7.7 The IIA raised the specific negative implications of reduced funding for CBM from 2023/24 into 2024/25, particularly for people living in urban areas who may not have access to a vehicle. In addition, the business community, particularly small businesses and tradespeople, where setting up a business, or adapting to the ways the city's transport networks are changing may be facilitated by a free cargo bike loan/training. Cargo bikes help to reduce vehicular dominance, harmful emissions and take up significantly less street space, compared with cars and vans, providing advantages for parking, loading/servicing, and improving a sense of place.

## **8. Climate and Nature Emergency Implications**

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- 8.1 The [Walking and Cycling Index 2023: Edinburgh](#) provides useful insight into the positive environmental impact of recent travel behaviour change in Edinburgh. In 2021, transport within Scotland (excluding international aviation and shipping) accounted for 26% of Scotland's greenhouse gas emissions.

## **9. Risk, policy, compliance, governance and community impact**

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- 9.1 Since the Council was informed of the pending closure of SCSP funding in December 2023, engagement has been ongoing with funded projects in 2023/24 to understand continuity plans for 2024/25 in light of the change of funding

arrangements. A series of proposals have been received from potential partner organisations, based on their experiences of delivering local activities aimed to increase uptake of active travel, and the insights they have gained from directly delivering support services with citizens, e.g. guiding participants on cycle rides, teaching cycle repair skills, offering guided walks in nature on newly-constructed active travel routes

## **10. Background reading/external references**

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10.1 [Business Bulletin](#) on 7 March 2024 with details of funding changes

## **11. Appendices**

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Appendix 1 – People and Place proposed funding allocations

Appendix 2 – Organisations which submitted grant funding applications

Appendix 3 – Cargo Bike Movement Outcomes 2023/24 and Proposals for 2024/25

## Appendix 1: Proposed interventions to be supported by People and Place programme 2024/25

SEStran Theme	Project	Revenue (£)	Capital (£)	Total (£)
Encouraging Active Travel: Young People	Cycle/scooter parking in schools		50,000	50,000
Encouraging Active Travel: Young People	Bike4ever for senior secondary school pupils in SIMD areas	10,000	10,000	20,000
Encouraging Active Travel: Young People	School travel plans & dissemination of these		5,000	5,000
<b>Subtotal</b>		<b>10,000</b>	<b>65,000</b>	<b>75,000</b>
Active Ways to Work	Revenue funding to support Council Travel Plan	1,000		1,000
Active Ways to Work	Security measures for Waverley Court cycle storage		10,000	10,000
Active Ways to Work	Cargo bikes for Council services - kindergarten, occupational therapists		15,000	15,000
<b>Subtotal</b>		<b>1,000</b>	<b>25,000</b>	<b>26,000</b>
Street audits and enabling facilities	On-street cycle parking/racks		123,200	123,200
<b>Subtotal</b>			<b>123,200</b>	<b>123,200</b>
Encouraging Active Travel: Communities	Free/pay what you can bike skills and maintenance training – grant proposed to be awarded to SCOREscotland	20,000		20,000
Encouraging Active Travel: Communities	Social prescribing – grant proposed to be awarded to Edinburgh & Lothian Greenspace Trust	25,000	10,000	35,000
Encouraging Active Travel: Communities	Market research for social prescribing	4,722		4,722
Encouraging Active Travel: Communities	Subsidies associated with on-street secure bike parking	60,000		60,000
Encouraging Active Travel: Communities	Promotion of Active Travel events and dissemination of Walking and Cycling Index statistics	10,000		10,000
Encouraging Active Travel: Communities	Active travel route infrastructure promotion		20,000	20,000
Encouraging Active Travel: Communities	Women's safety in public places, information campaign and updating street design guidance	23,000		23,000
Encouraging Active Travel: Communities	Updates to active travel maps	15,000		15,000
Encouraging Active Travel: Communities	Focus groups for mapping development	15,000		15,000



Encouraging Active Travel: Communities	Clean Air Day/Night activities	3,000		3,000
Encouraging Active Travel: Communities	Hire/loan support to access adaptive bikes/mobility aids & targeted training/promotion of mobility aid friendly routes via disability advocacy networks & buddy events to improve confidence with travelling actively – grant proposed to be awarded to Thistle Foundation	51,798	21,900	73,698
Encouraging Active Travel: Communities	On-street secure cycle parking in residential areas		243,600	243,600
<b>Subtotal</b>		<b>227,520</b>	<b>295,500</b>	<b>523,020</b>
Staff time to manage programme		51,480		51,480
<b>Totals</b>		<b>290,000</b>	<b>508,700</b>	<b>798,700</b>

## Appendix 2 – Organisations which submitted proposals to grant advertisement

<b>Grant Opportunity</b>	<b>Organisation</b>	<b>Revenue request (£)</b>	<b>Capital request (£)</b>	<b>Total request (£)</b>
Hire/loan support to access adaptive bikes/mobility aids	Thistle Foundation	51,798	21,900	73,698
Social prescribing	Edinburgh & Lothians Greenspace Trust	24,625	9,900	34,525
Social prescribing	Pilton Community Health Project	24,981	0	24,981
Social prescribing	Bike Station	25,000	0	25,000

### Appendix 3 - Cargo Bike Movement Outcomes in 2023/24 and Proposals for 2024/25

Detailed outcomes for 2023/24 are below:

Individual loans of cargo bikes	117
Household loans	91
Business loans	26
Typical length of household loan	One week
Typical length of business loan	2-3 months
People trained in Cycling Scotland cargo bike training	65
People volunteering for CBM e.g. for food waste redistribution deliveries	50
People engaged at events across Edinburgh	7,700
People who have purchased their own cargo bike following engagement at events and/or receiving loan of cargo bike	30

In 2024/25, Cargo Bike Movement propose to expand:

- Food collection from 11 city centre supermarkets every weekday evening.
- 1,000 individual eCargo Bike loans across Edinburgh from our hub at Tollcross and partner community hubs in Wester Hailes, Pilton and Leith.
- 100 training sessions so that people feel equipped and confident to ride a cargo bike.
- Business support across Edinburgh so that they can transition from vans to eCargo Bikes
- Engagement at organised community events across Edinburgh.
- Two Active Travel Hubs in partnership with Wester Hailes Community Trust and North Edinburgh Arts.
- A business model of 'Pay what you can' for eCargo Bike hire.
- SCIO status to become eligible for funding from private charities and organisations.
- Support to organisations at our hub, including Edinburgh Garden Partners, Edinburgh Board Game Library and Infrastesters.

Should expansion funding not be awarded, a programme more similar to that achieved in 2023/24 can be expected.