

# Cycling Scotland

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## Progress report on the Social Housing Partnership Fund

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Funding awarded to provide shelters, locks, garden planters, pool bikes, outdoor gyms, seating



"A positive contribution over the longer-term to Scotland's Active Travel outcomes and objectives"

**50%+** areas of deep-rooted deprivation

The programme has reached sites in over half of the 'areas of deep-rooted deprivation' in Scotland

**8** areas of deep-rooted deprivation

8 social housing sites within areas of deep-rooted deprivation have benefitted

**116** areas of high deprivation

116 social housing sites within areas of high deprivation have benefitted



None of the funded organisations had previously engaged with Cycling Scotland

**£1.3m**

£1.3 million funding allocated to the projects

## Stakeholders



## Executive summary

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**The Social Housing Partnership Fund (SHPF) offers grants to Social Housing Providers (SHPs) to improve cycle parking, storage, shelter and security at their properties. It also funds street furniture, planters and community gardens. The grant fund is delivered by Cycling Scotland, on behalf of the wider partnership which includes the Scottish Federation of Housing Associations, Sustrans Scotland and Living Streets Scotland and is financed by Transport Scotland grant funding. The SHPF prioritises support for social housing in areas experiencing high levels of deprivation.**

### Aims and objectives

The SHPF was intended as a catalyst to improve limited existing cycling facilities within social housing and to address a current priority to remove cycles stored in common spaces to improve fire safety. It was the first active grant funding aimed specifically for this setting. The facilities funded are intended to contribute to reducing residents' barriers to cycling and active travel and to enhance wellbeing. Funders hope it will encourage ongoing support for active travel amongst SHPs, planners and developers. A further objective is to strengthen relationships between SHPs and active travel partners\*.

### Scope of this report

This report presents information gathered from reviewing SHPF applications and initial progress reports. It provides early learning about the demand for and reach of the SHPF. It describes the facilities installed and contributions made so far to anticipated outcomes.

### Learnings

Both rounds of the SHPF have been substantially oversubscribed. There are 128 eligible SHPs in Scotland. The first round provided funding for 46 projects from 33 of the 38 SHPs who applied. The projects have enhanced cycle storage and associated facilities in 116 social housing sites within areas of high deprivation.

The SHPF funded projects across Scotland in city, town, rural and island locations. The SHPF was perceived as straightforward and well managed by applicants. Most SHPs were successful in all or part of their applications or were referred elsewhere for more suitable funding.

Cycling Scotland and partners provided substantial support to SHPs to enhance initial bids. Early feedback suggests the fund has:

- **increased the reach of active travel programmes into the social housing sector**
- **ensured facility funding is inclusive of those in socially disadvantaged areas**
- **helped build capabilities for procuring and installing cycling infrastructure and promoting active travel in the social housing sector.**

Projects seem well aligned with other health and environmental agendas. Virtually all facility improvements should be in place by August 2020. Evidence of facility use is available in a few case studies but not across all sites as yet.

### Looking to the future

Projects intend to use different approaches to encourage facility use and active travel. This offers opportunities to tailor monitoring and evaluation to produce learning about what does and doesn't work in particular contexts. Areas for improvement include more realistic timescales for procurement, delivery and installation and enhanced approaches to monitoring and evaluation.

\* Cycling UK, Energy Saving Trust, Forth Environment Link, Living Streets Scotland, Sustrans Scotland and Cycling Scotland

# The Social Housing Partnership Fund's aims and objectives

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The Social Housing Partnership Fund (SHPF) offers grant awards to Social Housing Providers (SHPs)<sup>1</sup> to improve cycle parking, storage, shelter and security at their properties. It also funds street furniture, planters and community gardens. These facilities are funded to contribute to reducing barriers to cycling and active travel experienced by SHPs' residents and to enhance community interaction.

The grant fund is delivered by Cycling Scotland, on behalf of the wider partnership which includes the Scottish Federation of Housing Associations, Sustrans Scotland and Living Streets Scotland and is financed by Transport Scotland grant funding. The SHPF prioritises support for social housing in areas experiencing high deprivation as indicated by their Scottish Index of Multiple Deprivation (SIMD) quintile<sup>2</sup>.

This report presents information gathered from reviewing SHPF applications and initial progress reports. It does not report on any primary data collection. The report therefore presents early learning about the level of demand for the SHPF and the programme's:

- **Reach**
- **Allocated funding**
- **Facility developments**
- **The aspirations of the applicants and funders**
- **Early progress achieved**
- **Opportunities for future evaluation and programme learning**

## The Social Housing Partnership Fund's theory of change (ToC)

A theory of change<sup>3</sup> (ToC) highlights how a programme's intended activities contribute to interim and longer-term outcomes as a result of 'mechanisms of change'. 'Mechanisms of change' are the reactions of individuals, organisation or systems targeted by a programme in response to the opportunities and resources the intervention delivers. A ToC also helps to highlight assumptions and contexts that underpin and influence interventions.

Figure 1 [overleaf] highlights the theory of change for the SHPF. The narrative below Figure 1 should be read alongside the ToC as it explains the various columns and boxes within the model and the SHPF's overall programme theory.

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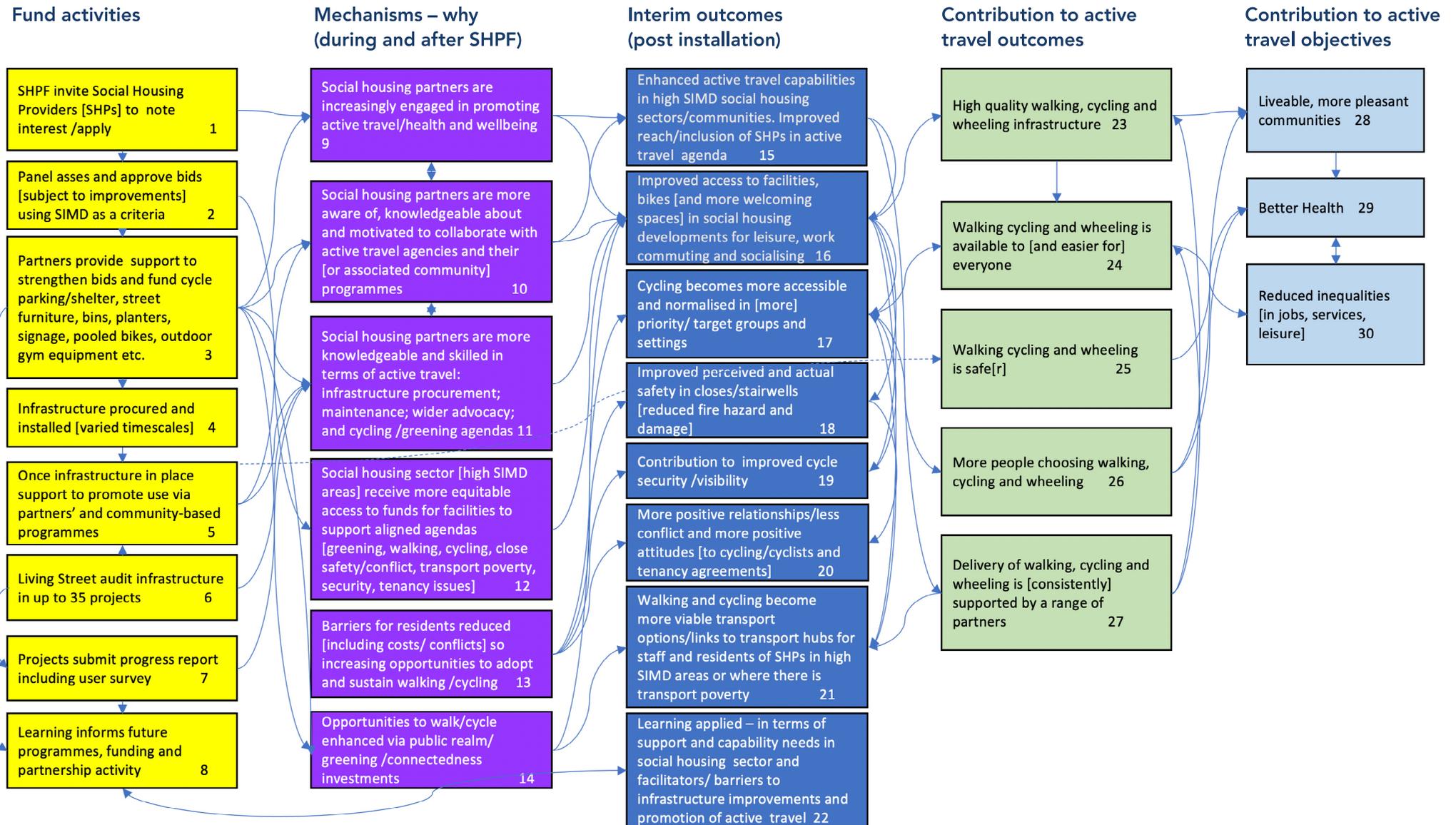
1 The term Social Housing Provider (SHP) is used as it is inclusive of local authorities and other registered social landlords such as housing associations. Two local authorities received direct funding from the SHPF. For further information on social housing provision in Scotland, please see: <https://www.gov.scot/publications/social-tenants-scotland-2017/pages/10/>

2 <https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/>

3 [https://www.betterevaluation.org/en/resources/guide/theory\\_of\\_change](https://www.betterevaluation.org/en/resources/guide/theory_of_change)

# The Social Housing Partnership Fund's theory of change (ToC)

Figure 1: Theory of change diagram

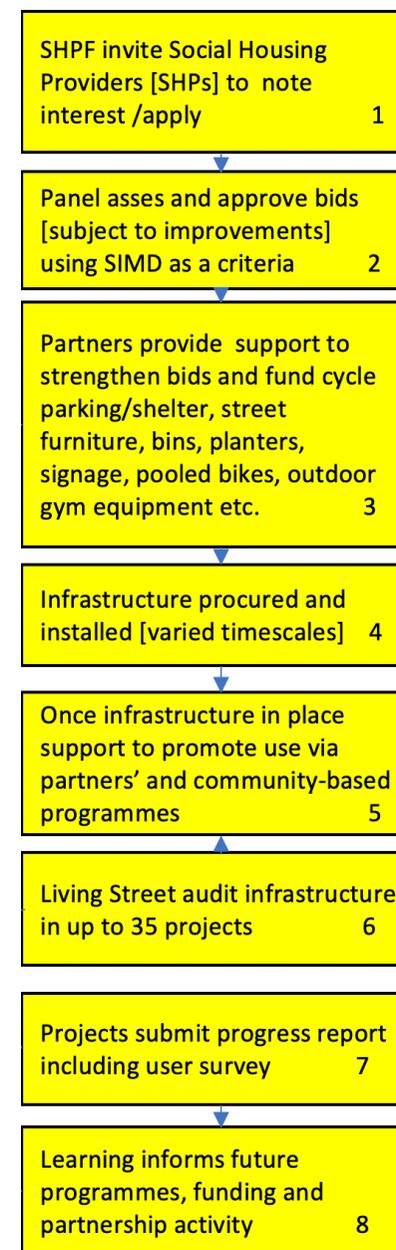


# The Social Housing Partnership Fund's theory of change (ToC)

## Fund activities [boxes 1–8]

The theory of change starts by highlighting the key tasks undertaken to administer the fund including inviting applications and allocating funds as well as supporting improvement in the planning and the delivery of projects in the early stages. The activities also highlight the reporting, monitoring and evaluation responsibilities of successful applicants and the overall SHPF.

The SHPF is not the first funding provided to SHPs for the purpose of promoting cycling but it is the first fund specifically for this setting. Cycling Scotland has previously provided funding through the Cycling Friendly Community and Employer grants to improve access to bike projects for residents and improved facilities for staff cycling. Other partners including Sustrans Scotland have previously provided similar funding. Cycling Scotland and Sustrans also delivered the 2014 Legacy and Commemorative Cycle Parking initiative. Given this context the SHPF fund should ideally build on the outcomes from these previous funding interventions.



# The Social Housing Partnership Fund's theory of change (ToC)

## Change mechanisms [boxes 9–14]

Increasing engagement [box 9], enhancing the capabilities and relationships of, and collaboration between, those in the housing sector [box 10 and 11] and the uptake of additional capital funding for facilities [box 12] are all seen as short-term 'change mechanisms' leading to the interim and longer-term outcomes. The various facilities and associated activities funded are all intended to address specific local barriers [box 13] and facilitate the improvement of spaces and physical and social connections within and around areas of social housing [box 14].



# The Social Housing Partnership Fund's theory of change (ToC)

## Interim outcomes [boxes 15–22]

The ToC illustrates that the SHPF was intended by partners as a programme to improve the reach of active travel delivery partner programmes into more deprived communities and to enhance the capabilities and capacity of those individuals and agencies working in and with the social housing sector [box 15]. Knowledge, skills and motivations associated with procuring, installing cycling infrastructure and promoting active travel would ideally be enhanced and embedded in those influencing the planning, building, maintenance and management of current and future social housing developments [box 15].

When combined, contributions from secure cycle storage developments and behaviour change support from SHPs and partners are intended to improve access to both facilities and bikes [boxes 16 and 17]. Reinforcement of the need for clear access routes in stairways and closes following from the Grenfell Inquiry<sup>4</sup> was anticipated as a driver and an intended interim outcome for SHPF applications. Anecdotal feedback suggests a lack of suitable space for storing bicycles and inappropriate bicycle storage in communal areas is a major issue for SHPs. Much of the social housing stock in Scotland was built over 50 years ago and includes many high-rise flats and tenements which compounds this problem. Even within more recent housing developments there is evidence to suggest developers design with cars rather than active travel in mind<sup>5</sup>. The provision of external secure cycling storage [box 19] as a route to achieving improved access and fire safety in stairs, closes and communal spaces is therefore illustrated in the model [box 18]. Addressing this need might simultaneously reduce residential conflicts and to some extent mitigate negative perceptions of those who currently and may in future cycle. These improvements may also possibly enhance landlord and tenant relationships [box 20].

Enhanced active travel capabilities in high SIMD social housing sectors/communities. Improved reach/inclusion of SHPs in active travel agenda 15

Improved access to facilities, bikes [and more welcoming spaces] in social housing developments for leisure, work commuting and socialising 16

Cycling becomes more accessible and normalised in [more] priority/ target groups and settings 17

Improved perceived and actual safety in closes/stairwells [reduced fire hazard and damage] 18

Contribution to improved cycle security /visibility 19

More positive relationships/less conflict and more positive attitudes [to cycling/cyclists and tenancy agreements] 20

Walking and cycling become more viable transport options/links to transport hubs for staff and residents of SHPs in high SIMD areas or where there is transport poverty 21

Learning applied – in terms of support and capability needs in social housing sector and facilitators/ barriers to infrastructure improvements and promotion of active travel 22

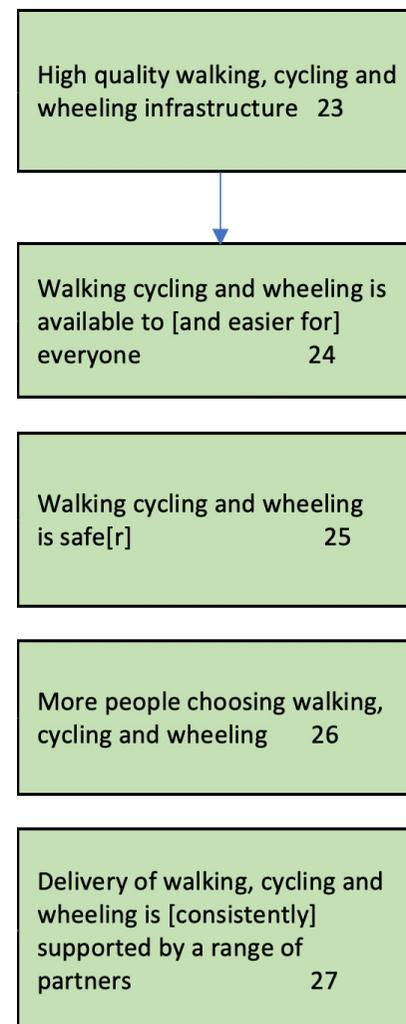
4 <https://www.gov.scot/publications/practical-fire-safety-guidance-existing-high-rise-domestic-buildings/pages/11/>

5 <https://www.livingstreets.org.uk/media/3750/progress-on-low-car-neighbourhoods-in-scotland-phase-two-finalcompressed.pdf>

## The Social Housing Partnership Fund's theory of change (ToC)

### Contribution to active travel outcomes [boxes 23–27]

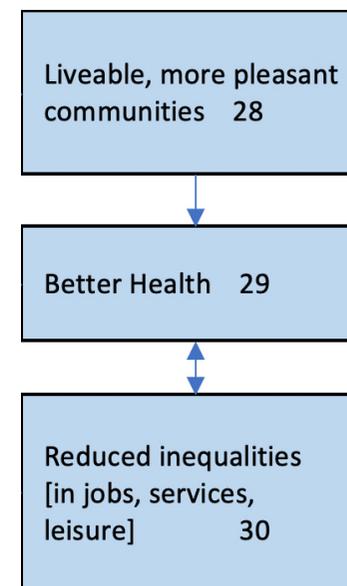
The SHPF overall should therefore improve cycle storage and associated public realm so enhancing access to facilities [box 23] for residents in higher SIMD social housing areas. In turn this should contribute in a small way to making cycling easier and more available for everyone [box 24] and helping people to choose more active travel options [box 26]. The Fund also seeks to increase the range and number of partner agencies (in the social housing sector) collaborating with other public, private and third sectors agencies that support cycling and walking [box 27].



## The Social Housing Partnership Fund's theory of change (ToC)

### Contribution to active travel objectives [boxes 28–30]

The SHPF was initially a pilot fund. The overall ToC however illustrates how the SHPF could act as a catalyst to initiate 'change mechanisms' and interim outcomes. In combination with partners' existing and sustained behaviour change programmes, these mechanisms and outcomes could make a small but positive contribution over the longer-term to some of Scotland's Active Travel outcomes and objectives [boxes 28–30].



### The process

SHPs from across Scotland were invited to submit initial notes of interest for the fund in March 2019. Promotion of the bid was communicated through Transport Scotland, SFHA and Active Travel Delivery Partners' (ATPDs) existing communications channels. Transport Scotland allocated £950,000 to the fund.

Indicative funding was in the region of £25,000 for up to 35 projects. The initial note of interest identified potential demand but was not a prerequisite to submitting a formal application. Applicants had to commit to ongoing maintenance of the funded facilities as a form of matched funding if successful. Formal bids were submitted on May 31st 2019.

These bids were scrutinised by a specially convened panel consisting of stakeholders from Cycling Scotland, Sustrans Scotland and NHS Health Scotland. Living Streets Scotland undertook audits of a sample of funded facilities. Where bids were promising but underdeveloped, they were approved in principle and SHPs were given support to strengthen the quality of their bid or revise their costings and facility proposals based on informed advice.

Successful projects were notified in July/August 2019 and grant monies allocated in August 2019. Applicants have been able to leverage a range of ATDP programmes such as Cycling Scotland's Cycling Friendly programmes, Sustrans Scotland's communities work, Energy Saving Trust e-bike grant scheme and Paths for All Smarter Choices Open Fund by way of follow-up support to projects. A number of SHPs have taken up further infrastructure and behaviour change support in the form of Living Streets street audits and referrals to Sustrans Places for Everyone capital grant funding. All funded projects were required to submit a progress report by the end of March 2020 and, at the time of writing this report, all capital funded projects are due to be completed by August/September 2020.

## Geographical reach of SHPF

### Reach: applications

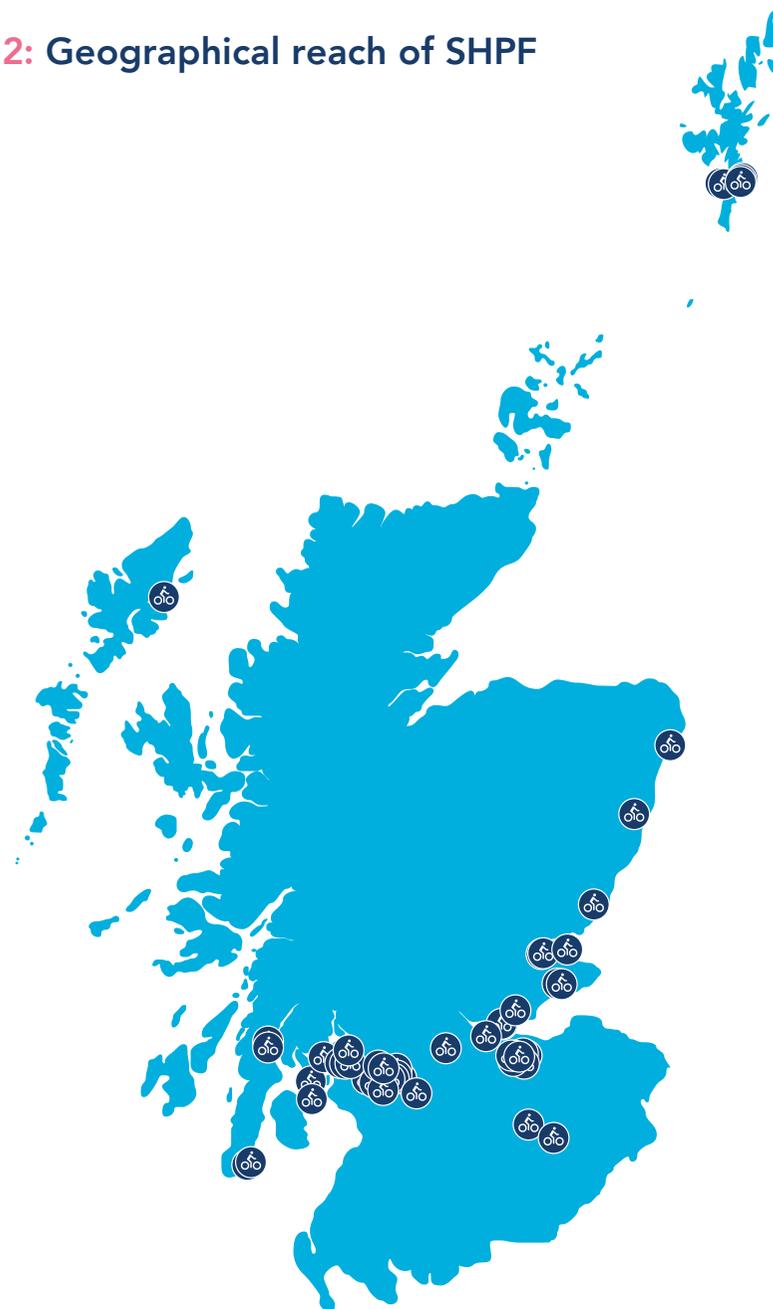
- 42 notes of interest were received from 128 eligible Scottish SHPs.
- 38 from the eligible 128 Scottish SHPs submitted formal applications, with several submitted applications being for more than one project.
- 59 project bids were submitted from the 38 SHPs that applied, with some single projects covering more than one site.
- An additional 10 notes of interest were submitted for consideration for later funding – when SHPF was extended to a second round of applications.

### Reach: applications

- 33 SHPs from the 38 who submitted bids received funding.
- 40 projects were fully funded and six partly funded.
- These 46 projects covered 116 residential sites.
- 13 projects were not funded (most of these were from SHPs that had at least one other SHPF project application funded).
- Of the 38 SHPs that applied, five did not receive any funding. These five projects were ineligible as they involved large-scale infrastructure requests. Those not funded, where appropriate, were referred to alternative, more suitable funding sources such as Energy Saving Trust (for e-bike funding) and Sustrans Scotland (for path design).
- Of the 33 SHPs receiving grants, seven had two or more projects funded with one receiving funding for five projects.

Figure 2 [opposite] shows the geographical reach of funded projects. The majority of projects were funded in city areas with high density populations and a higher density of social housing. The SHPF, however, also supported applications from towns, rural areas and island communities.

Figure 2: Geographical reach of SHPF



## Summary values of funds allocated

Transport Scotland allocated £950,000 to the fund. After staffing, operational and partner costs, the total distributed was £867,000. This sum was allocated to 33 SHPs for 46 projects across 116 residential sites, as well as a grant to Living Streets to conduct site audits. The 116 sites housed an estimated 62,119 people and employed 628 staff members.

Individual projects grants ranged from £3,156 to £75,000 with an average of £17,870.

The vast majority of projects received funds at the level they requested with only minor variation upwards or downwards. An extra £21,000 was provided across several projects – due to corrections in estimated quotes or upgrades in infrastructure to ensure quality of investment. Nine projects received substantially less than requested due to ineligibility of some requests or changes once firm quotes were received. The SHPF was oversubscribed by £334,979 – circa 30%.

### Types of facilities funded

Secure cycle storage was the most commonly funded facility. A range of other equipment was also funded including:

- **shelters**
- **locks**
- **planters, seating and community gardens (associated outdoor space improvements)**
- **signage to local routes and paths**
- **outdoor gym equipment**
- **mobility scooter storage**
- **pool bikes**

All but one project received funds for cycle storage/parking, five projects received funding for bikes/e-bikes, four for signage, 20 for public realm, planter or garden developments and a number for other costs such as planning fees, lighting, helmets and locks. The range of infrastructure suggests that, as anticipated, the main barrier being addressed is access to secure cycle storage

### Key lessons

- Demand for the fund was high resulting in 46 projects receiving funding. This was more than the indicative 35 projects and resulted in the fund being oversubscribed. A subsequent funding round, that is not yet allocated, has been oversubscribed by 200%.
- Very few applications were not funded. This was as a result of the substantial support provided to enhance initial project plans after formal submission and parallel to allocating funding.
- The SHPF funded projects across Scotland in city, town rural and island areas.

## Learning to date with regard to the short-term change mechanisms in the ToC [boxes 9–15 of the ToC]

The SHPF received applications from 38 SHPs and funded 33 of these. None of these 33 SHPs had previously engaged with or received funding from Cycling Scotland. This suggests that the SHPF has managed to reach and engage new SHPs with a cycling and active travel agenda and built new relationship between these SHPs and the SHPF active travel partners.

Seven of the 33 SHPs had two or more projects funded with one receiving funding for five projects. It is likely that these multi-funded SHP's may in particular have opportunities to build sustained relationships as a result of phase one funding. Most project bids explicitly stated their future intentions were to influence active travel and health and wellbeing outcomes. Early relationships with all projects may be further embedded for those who have sought support or progressed further joint work on common agendas between themselves and Cycling Scotland and other active travel partners. Examples of this include one umbrella SHPF organisation which covers multiple smaller SHPs seeking support from Cycling Scotland's Cycling Friendly Employer programme and several other SHPs being referred onto Sustrans and Living Streets for support with larger infrastructure applications unsuitable for SHPF.

In December 2019 a further £350,000 of funding was announced by Transport Scotland to support a second round of applications which closed in February 2020. Forty applications were received (one third from SHPs funded in round one) requesting more than £1,000,000 of funding. The funding decisions for this second phase have not yet been published. Again, this subsequent demand and over subscriptions suggests relationships and influence between active travel partners and SHPs have the potential to grow and be sustained.



Support was provided to most projects to help with the selection of the most suitable cycle storage/parking for their contexts as well as advice on other facilities or items. Support was provided to ensure appropriate placement and installation of the facilities procured. This input was provided in the main by one full-time Development Officer with additional contributions from colleagues, partner organisations including technical support from suppliers. The support provided was predominantly face to face and tailored to the needs of SHPs. Guidance and advice comprised 35 site visits and one-to-one contact with housing providers spread across the country from the period covering project application to delivery. There was also additional email and phone call support provided. The substantial level of guidance provided was seen as an investment in building capability and relationships with SHPs' staff which will enhance capacity within the housing sector in terms of future cycling facility/infrastructure development. Less direct support has been needed for those SHPs funded in round two who had also been funded in round one. This suggests that confidence and capabilities have improved between these funding stages.

The level of investment and range of infrastructure described above indicates that SHPs have sought funds that will align existing agendas such as: greening, active travel (linkages to existing networks), enhanced tenant outdoor space, improved fire safety and, in some projects, reduced social isolation. Linkage with these agendas will also further facilitate building relationship with local community projects and active travel partners.

In terms of enhancing reach of funding and facility provision in areas of deprivation, over 42.2% of SHPs funded sites were in the most deprived quintile of the SIMD, 31.9% were in quintile 2. A further breakdown of SIMD quintiles is in [Appendix 1](#).

### Key lessons

- The reach of funding indicates that a wide range of new contacts and relationships within the social housing sector have been made and the vast majority of these are in areas of high deprivation.
- Many applications needed substantial support to strengthen their submissions and costings suggesting that specialist support from partnership agencies may have enhanced local SHPs and project leads' skills and knowledge around cycling facility procurement and installation.

# Reducing barriers and enhancing walking and cycling opportunities via capital investment – project level theories of change [boxes 13 and 14, 18, 19 and 20 of the ToC]

**Figure 3 SHPF funded project level theories of change template**

Project Number: x

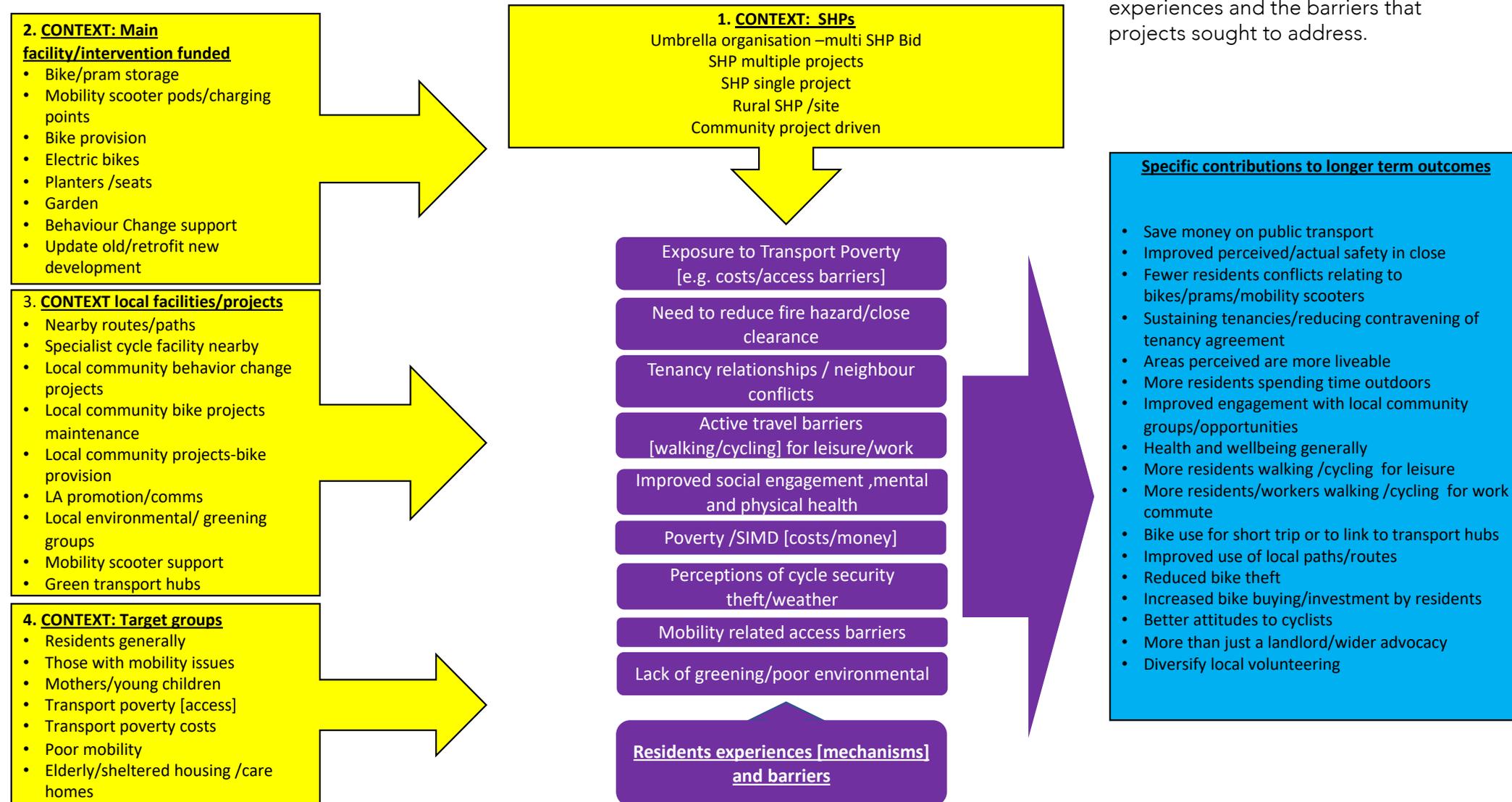


Figure 3 illustrates a variety of factors summarised from the applications that highlight the range of residents' experiences and the barriers that projects sought to address.

## Reducing barriers and enhancing walking and cycling opportunities via capital investment – project level theories of change [boxes 13 and 14, 18, 19 and 20 of the ToC]

Figure 3 shows the template used to code funded projects. It illustrates how projects had a range of:

- **Contextual differences** including:
  - 1 SHPs contextual and application differences e.g. type of SHPs, whether a bid is multi-projects or multi-site, rural or urban or community project driven
  - 2 The type of facilities and/or intervention funded
  - 3 Local facilities and nearby groups that will/may link with the project
  - 4 The primary target group(s) to benefit from the infrastructure
- **Residents' experiences (mechanisms) and barriers** that SHPs hoped to address to trigger intended outcomes
- Anticipated **contributions to longer term outcomes**

Virtually all projects sought to reduce barriers around safe and secure cycle storage but many projects also expressed intentions to influence/reduce residents' barriers to active travel and wider issues such as:

- **bike theft**
- **fire and close safety and access**
- **social isolation**
- **community engagement**
- **mobility related access**
- **general transport access barriers**
- **residential and tenancy conflicts**
- **pram and buggy storage**
- **mental health**
- **transport poverty**
- **connectivity**
- **liveability and greening**
- **socio-economic deprivation/poverty.**

Framing the bids around contexts, 'mechanisms' and outcomes in this way draws on theory-based evaluation techniques<sup>6</sup> and helps funders to identify the common and specific theories or contribution stories that the projects are implementing and testing. This will be discussed further in the subsequent section on monitoring and evaluation.

### Key lessons

- Social housing providers' commitment to the active travel agenda are illustrated through bids for multiple projects, their intentions to work with local community-based cycling groups or that several have sought input from SHPF partners' behaviour change programmes.
- The range of facilities funded and the variety of residents' experiences and barriers being addressed suggests alignment of other common agendas with the active travel agenda.

<sup>6</sup> <https://www.odi.org/publications/8716-realist-impact-evaluation-introduction>

## Early evidence of achieving interim outcomes [boxes 15–20 of the ToC]

All facilities funded in the first round of the SHPF were to be fully installed by August 2020. At the time of writing (March 2020), it is too early to seek evidence of change across all interim outcomes.

Progress reports were received from 20 SHPs at the time this report was written. Of the 20 reporting, ten have fully completed their facility installations, one had completed stage one of a two-stage process. The remaining nine were due to complete by late March/early April. From the reports and feedback requested as part of the application processes the administration associated with the fund allocation process was considered to be straightforward and the SHPF perceived as being well managed by those funded.

Like those already completed, those delayed had experienced challenges such as unforeseen groundwork issues at selected sites, design complications or delivery delays. Some projects had found it necessary to adjust plans to ensure value for money from suppliers or due to challenges with planning permission and installation or re-siting storage due to the movement of residents who had expressed a need for facilities. As of late February 2020, no projects were reporting an inability to install their facilities before August 2020<sup>7</sup>. The two case studies below illustrate progress achieved in two different contexts: a national city-based SHP and a community-based island SHP.



<sup>7</sup> This report is based on learning from project applications and progress reports submitted by March 2020 – as such any delays in installing facilities beyond early March 2020 and that may have resulted due to social distancing and employment lockdowns associated with COVID-19 have not been reported here.

Photo credit: Living Streets

### Case study 1 River Clyde Homes (Inverclyde)



River Clyde Homes (RCH) is a social housing provider based in Inverclyde that owns and manages over 5,800 homes and provides factoring services to a further 2,200 homes. RCH submitted ten applications, five of which received funding. The total funding received across the five projects was £90,268.

One project was sited in SIMD quintile 2 and all others in quintile 1 – the most deprived quintile. These projects covered seven sites, 929 households and an estimated 1,639 residents.

The projects covered a range of housing types including high-rise and tenements and one mixed tenure site (private and social housing). Across the five projects, the funding has predominantly been provided for the most appropriate bike/pram/storage and security solutions for the specific sites and challenges faced. In addition, one project received funding for mobility scooter storage pods and charging points and another for outdoor gym equipment, signage, a mural and outdoor seating.

A key aim of these applications was close clearance and reducing fire hazards as well as reducing any conflict or tenancy issues around such obstacles. In addition, it is RCH's intention to actively promote cycling and walking and encourage residents to spend time outdoors to improve health and wellbeing and reduce isolation. Behaviour change support for residents and staff is intended to be provided for several of the projects through a future partnership with community cycling support group 'The Bothy' who can signpost residents to borrow/rent/buy refurbished bikes, organise bike health checks and cycling events, provide training and road safety sessions, and lead local walks. The projects also aim to make use of existing RCH relationships with tenants' associations and behaviour change and environmental projects such as Healthy Working Lives and Keep Scotland Beautiful.

Planters are in situ and street furniture is ready for installation and locks are purchased. The delivery and installation of cycle shelters are awaiting planning permission in three of the five projects. Delays have occurred due to the need for assurances/a letter of comfort for the architect who was subcontracted by the cycle storage company and due to unforeseen structural work needed to flats (in one site). Planning permission has been received and groundwork and installation are complete for a three pod unit for mobility scooter storage and charging. This was achieved having overcome challenges with routing wiring/cables into buildings. This project led to a new policy being written for use/storage of mobility scooters. The quotations for the outdoor gym equipment have been received and are under review and tenders have been received for the associated art work. Residents have been consulted and targeted with publicity about the projects and invited to complete surveys in relation to their cycling behaviour and their use/likely use of facilities. Linkage with local cycling and behaviour change projects will follow once installations are complete.

### Case study 2 Environs Hjatland Housing Association (Shetland)



Environs Hjatland Housing Association is a community-based social housing provider in the Shetland Isles which submitted two projects to the SHPF. Both projects received funding. One project was based in Scalloway (one site with 11 households) and the other between Lerwick and Scalloway (five sites ranging from 6–25 households). Both projects were based in SIMD 4 quintiles. Together the projects covered 156 residents. The projects received £5,478 and £20,163 respectively to purchase, complete groundworks for, and install a mix of wheel and bike stores. A small funding underspend was used for an additional (sixth) site.

The Hjatland Housing Association has regularly needed to submit notices asking residents to remove bikes, pushchairs, prams and scooters from the communal areas. The motivation for this bid was to provide alternative suitable storage solutions and to ensure close and flat areas are clear

from cycles/prams whilst enabling residents to store existing walking and cycling aids and equipment. Hjatland Housing Association will also signpost tenants who may be considering buying a bike to the non-profit charity Shetland Community Bike Project which repairs and restores second-hand bikes for resale.

Hjatland Housing Association prepared the bid in consultation with Shetland Islands Council's Transport Policy and Project Officer who is a member of the multi-agency Active Travel Group which coordinates efforts to develop further active travel infrastructure for Shetland. The future Active Travel Strategy is being developed by appointed consultants and should build on the work to date, providing a focus and direction for the development of active travel infrastructure, facilities and promotion going forward. It will provide a basis for the appointment of an Active Travel Officer to coordinate future activity. The Active Shetland Strategy provides Neighbourhood Support for cycle proficiency for children to ensure their safety when taking bikes onto the road.

The wheel stores are now on site in one location and a combined bike and walking aid store has been constructed from dead space within a residence in another site. The remaining bike stores have been delivered to four further sites and groundworks completed. Those sites completed are in regular use. One double ended bike store was relocated to another site as a result of an architect incorporating storage within a currently under construction venue. Demand from other tenants is expected to rise as the above sites are finalised and in full use. The local newspaper the Shetland Times has also raised awareness of the new storage with a recent news article.

These projects were based on identified need from residents and were completed using a local specialist provider. The projects have progressed well and came in below anticipated budget.

## Case studies

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A further four case studies can be found in [Appendix 2](#). Again, these case studies provide examples of rural and city-based sites and varying types of SHPs (local authority, community-based and community project driven applications). The case studies are from the following SHPs

- a The Link Group**
- b Eildon Housing Association – Innerleithen**
- c Ferguslie Park Housing Association**
- d Angus Council in partnership with Cycling Without Age**

These case studies illustrate the aspirations and progress to date for projects in a range of contexts. Although it is too early to judge the SHPF's overall impact there is some positive signs from the most progressed projects that the fund will contribute towards interim outcomes [[boxes 15, 16, 18,19](#)] in the ToC:

- Improved reach, inclusion and enhanced active travel capabilities within high SIMD social housing settings.
- Improved access to bikes and facilities e.g. storage.
- Improved perceived and actual safety in close/reduced fire hazard.
- Contribution to improved bike security.
- Learning regarding support and capability needs in social housing settings and barriers to/facilitators of infrastructure delivery and active travel promotion.

Living Streets Scotland is conducting facility and site audits for a sample of the projects [see Appendix 1](#). These individual site reports as well as a summary report will be available directly from Living Streets Scotland. These outputs should add to the above learning. It will take longer to assess the impact of the SHPF on other interim and longer-term outcomes given some facilities are still to be installed and the promotion and behaviour change elements of projects will necessarily follow full installation. Several SHPs intend to establish and or ramp up promotional activity post winter 2020.

### Key lessons

- Virtually all planned facility improvements should be in place by August 2020.
- Evidence of facility use is available in a few case studies but not fully across all sites as yet. More evidence may be available with time and when all facility installations are complete.
- While much of the infrastructure is similar, different areas plan to use it in combination with their context to achieve varied outcomes.

## Project monitoring, evaluation and learning

As part of the SHPF, funded projects were encouraged where feasible to consult and engage with their residents in relation to the facility installations and future use. Cycling Scotland asked for information where it existed or could be sought regarding levels of bike ownership and provided a draft template resident survey about active travel behaviours, barriers and facilitators to active travel – see Appendix 3. This was intended for use as a potential needs assessment and/or monitoring tool. Where SHPs distributed these surveys only limited response levels were achieved. However, in one of two sites better response rates resulted – see Appendix 4.

SHPs may need further support to find ways to assess the use and impact of their facilities and learning resulting from their projects. The coding template in Figure 3 above was applied to all projects. Two examples of a coded template are contained in Appendix 5. This process highlighted the range of shared and specific approaches and theories being applied in practice across and within projects. The completed templates illustrate visually examples of some of the theories being tried in practice within the funded projects. Examples include:

- In contexts where bike theft is perceived as a potential problem, providing opportunities for secure cycling storage facilities will motivate residents (with children or those considering active travel) to purchase bikes.
- In properties where bikes are currently stored in closes/stairwells, provision and subsequent use of secure storage will reduce neighbourhood conflict and, or landlord/tenant disputes.
- Where residents have mobility issues, access to mobility scooters and support to use these will increase visits outdoor and enhance community engagement and reduce isolation.
- In areas where the immediate environment around flats is unwelcoming, placing seats and planters outside housing will increase the use of outside spaces, inter-resident mixing and enhance community relationships.
- In deprived areas with high car usage, the provision of central storage areas in towns, signage, linkage with a green travel hub and communication campaigns will raise awareness of cycling as an alternative to the car.

- In housing that accommodates those with poor mobility or the elderly linking to existing community groups and volunteers and providing trishaws can encourage vulnerable residents to spend time outdoors, engage with their community, improve use of routes and increase volunteering.

Identifying these theories and testing and refining them using more focused and innovative monitoring and evaluation may offer opportunities for greater learning from existing and future projects. Rather than simply considering whether storage/other facilities are regularly used by residents the focus of monitoring and evaluation can include the impact of such use on important subsequent outcomes. This might require funding for smaller concentrated evaluations rather than requiring general widespread monitoring across all projects. Understanding these theories can focus evaluation resources on fewer promising theories to seek learning that can be transferred to specific contexts. This in turn can help funders focus on which interventions to fund in future to achieve specific outcomes.

### Key lessons

- In most instances where SHPs have used the template survey, limited response rates have been achieved. More innovative ways to assess facility use and impact are needed.
- The funded projects present a mix of common and specific theories (context, mechanisms, outcome-patterns) that are being tried in practice. This offer opportunities to tailor monitoring and evaluation on the most promising of these theories for future funding, testing and refinement to produce learning about what does/doesn't work in different contexts.

## Conclusions

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The first round of the SHPF has been popular and oversubscribed. It has provided funding for 46 projects from 33 SHPs. These projects have enhanced cycle storage and other associated facilities in 116 social housing sites within areas of high deprivation. The SHPF funded projects across Scotland in city, town rural and island areas. The administration associated with the SHPF allocation process was viewed as straightforward and the fund was perceived as well managed by those funded. Most applicants were either successful in all or part of their applications or were referred to more suitable funding sources where their bids were ineligible.

Cycling Scotland and partners provided substantial support to project co-ordinators and SHPs to enhance initial bids and support the procurement of the most appropriate facilities for local contexts.

It seems likely from early feedback that the fund has achieved many of its planned 'change mechanisms' such as:

- **increasing reach of active travel partnerships into the social housing sector**
- **ensuring facility funding is inclusive to SHPs and those living in socially disadvantaged areas**
- **helping to build capabilities for procuring and installing cycling infrastructure and supporting active travel amongst those working in the social housing sector**

Given the demand for the subsequent funding round it seems feasible that these relationships can be strengthened and sustained.

One potential area for improvement is to ensure that future funds have realistic and sufficient timescales for projects to procure deliver and install facilities. Funders should also reflect on the SHPF alongside other similar funds (e.g. the 2014 Legacy and Commemorative Cycle Parking initiative) to ensure they incrementally build on their combined improvements in facilities, infrastructure, behaviour change support and capacity building. Finally, funders should also consider how to further enhance monitoring and evaluation and build learning at both the local level and across further rounds of the SHPF and similar programmes.

## Appendix 1 → Breakdown of SIMD quintiles for funded SHPs

Housing association	Postcode	SIMD quintile	Living Streets site audits
Abertay Housing Association	DD4	2	–
Angus Council	DD7	3	–
Barrhead Housing Association	G78	1	–
Bridgewater Housing Association	PA8	3	1
Cloch Housing Association	PA15	1	–
Dunbritton Housing Association	G84	5	–
Eildon Group	EH44	4	1
Elderpark Housing	G52	1	3
Ferguslie Park Housing Association	PA3	1	–
Fyne Homes	PA31	2	–
Glasgow Housing Association	G13	1	3
Govan Housing Association	G51	1	–
Grampian Housing Association	AB42	1	2
Hawthorn Housing Co-Operative	G22	1	1
Hebridean Housing Partnership	HS1	2	–
Hillcrest Homes	DD10	3	1
Hjaltland Housing Association	ZE1	4	–
Kingdom Housing Association	KY16	5	–
Link Group	ML3	1	3
Loretto Housing	G23	1	–
New Gorbals Housing Association	G5	2	–
NG Homes	KY6	1	–
Ore Valley Housing Association	KY5	2	–
Paisley Housing Association	PA2	1	–
Port of Leith Housing Association	EH6	5	4
Queens Cross Housing Association	G20	1	2
River Clyde Homes	PA15	1	5
Robert Smith Court Community Group	KY4	1	–
Sanctuary Housing	AB24	2	1
Southside Housing	G52	1	1
Thenuue Housing	G40	2	–
West Dunbartonshire	G81	1	1
Williamsburgh Housing Association	PA1	2	–

### Case study 3 Link Group (Falkirk, South Lanarkshire, Edinburgh)

The Link Group is a national housing association which submitted three projects, all of which received funding from the SHPF. The projects were in Falkirk, South Lanarkshire and the City of Edinburgh Council areas.

One project covered two sites including 94 households and 115 residents. One covered 153 households and 368 residents and a smaller site that included 12 households and 48 residents. The funding received was £14,719, £29,196 and £17,875 respectively.

The sites included flatted housing and, in one area, newbuild properties. The sites were funded for specific cycle storage solutions which included racks, shelters and a shed. Two of the projects also received funding for picnic tables and/or benches and planters.

All three projects were targeted at residents generally. All of the projects were driven by a need to enforce close clearance and reduce associated fire risks as well as mitigate any associated conflicts between residents due to these issues. The hope was this would also reduce staff time associated with these issues. By enhancing cycle security, the SHP residents might be more likely to invest in cycles in the future. The projects, it was hoped, would also contribute to residents spending more time outdoors so enhancing health and wellbeing. The SHP's aspiration was to increase local resident bike usage by 20%.

The SHP hoped to re-engage and re-establish relationships with local initiatives and partners Re-union Canals and Waterways Trust Scotland. They also hoped to investigate potential links with Falkirk Active Travel Hub and further understand how Link can support tenants, residents' associations and local wellbeing groups to develop activities to increase walking and cycling.

The project submissions were used as catalyst for engagement activities with residents such as abarbecue and pop up events to increase consultation on the projects, increase awareness and advertise the new facilities. These have resulted in enthusiastic responses from residents. Site preparations began in February 2020. The projects have also aligned well with wider agendas such as community budgeting and the local Our Place Our Plan Strategy.

### Case study 4 Eildon Housing Association (Innerleithen)

Eildon Housing Association is a community-based SHP based in the Borders. It submitted and received funding for two projects covering three sites. The Innerleithen project received funding for a single site project covering 24 households and 36 residents. The accommodation is flatted. It is sited in a rural area coded as SIMD quintile 4. The projects received £13,350 to fund cycle storage solutions to suit resident's needs. The aims of the project was to ensure close safety, address fire hazards and reduce risk of bike theft. The project is situated in an area nearby cycle paths and routes. Mountain biking is popular with residents and visitor to this area. Eildon work with 'Sustainable Homes', through their environmental impact accreditation, to promote cycling among Eildon tenants and provide infrastructure to allow more local cycling. Eildon HA hopes the project will help determine the best approach for improving existing bicycle infrastructure and inform the design of cycle storage facilities in future new build projects where energy efficiency and sustainability are key design principles. They are looking into e-bike charging technology as part of new build developments.

The cycle storage was installed in January 2020 after a delay due to contractor measurement and design order errors and rescheduled installation dates. Once completed the new facilities will be publicised in the SHPs' newsletter and via letter drops to residents



### Case study 5 Ferguslie Park Housing (Paisley)

Ferguslie Park Housing Association a community-based SHP submitted a bid to SHPF for a project to build a cycling hub to house a local community cycling project called On Yer Bike (OYB) in the locality of the Tannahill Community Centre. The initial bid covered several sites and community projects but only a single site and project was appropriate for SHPF funding. The site is within a SIMD 1 quintile area serving 1,964 Households and 4,227 residents. The community was consulted on the use of the funding and approved its use for a dedicated space for OYB and a map highlighting local walking and cycling routes.

OYB provides a free service to children and young adults within the community, teaching fundamental bicycle maintenance skills. They also distributed free bikes that were reclaimed from scrap and prepared by staff and the children themselves. This encourages wider use of bicycles in and around the estate, as well as encouraging active travel to and from the Tannahill Centre. Own Yer Bike currently occupy various adhoc spaces within the Centre, but ideally required a purpose-built space for a workshop and storage. The fund more specifically was used for the purchase of two storage containers to house OYB and ensuring these were linked to power and water supplies. Bike racks existed within the community centre grounds however these were not undercover or monitored by CCTV or staff. The bid also sought funding to enhance these cycle storage facilities.

Progress was delayed due to uncertainty about costs to ensure permanent power supply. This challenge was overcome by purchasing a portable petrol generator. OYB's stock of cycles have been housed in the new units and further funding options are being explored for purchase of more bikes now that expanded storage space is available, allowing for greater community reach.

The facility improvements have allowed new work to be planned with a local school which may enhance the initial facilities with a canopy. The new facilities have also acted as a catalyst leading to greater collaboration with the community groups who were included in the wider (only partially funded) multi-site SHPF application. One of these additional site projects – The Darkwood Crew – have now received Paths for All funding to complete works on nearby paths leading to the community centre and local green space. The project has faced challenges with ensuring value for money from a supplier for smaller/cycle storage infrastructure and so this aspect of the bid has not yet been progressed.

Future associated funding bids are planned for a further path. Seating and planters may be purchased with remaining funds left from the SHPF due to the use of the portable generator rather than a permanent power supply. The community map is now the focus of an additional funding application to Cycling Friendly Community development grants as project plans require an additional commissioning process/costs. Ferguslie Park Housing Association is in discussion with Cycling Scotland about the use of existing funds and possible future funding bids to expand support for OYB and other projects

### Case study 5 Angus Council (Carnoustie)

Angus Council is the SHP for the Kinloch Court project. The project covers a single site with 29 supported housing units covering 159 households in the town of Carnoustie (within SIMD quintile 3) and is run in partnership with a well-established national cycling project – Cycling Without Age. The partnership engaged with the local community to gain support and secured funding for three Trishaws (one wheelchair accessible) through Angus Council's 'Open Legacy Fund'.

The SHPF provided £7,000 for a custom-built Trishaw storage and maintenance shed on the site of the care centre, a mobile ramp, power supply and lighting, security, extended entry gates and a folding electric bike for a 'co-pilot'. The project benefits from nearby cycle trails and routes that are promoted via the local council. A project Facebook page and other communications will be developed to advertise the project's services in residencies, health centres and local libraries.

The project is particularly targeting those who are elderly, have mobility issues, are isolated, lonely or housebound and reside within local sheltered or elderly complexes and/or care home accommodation. The aim is to encourage residents to get outdoors and ensure inclusive access to local green infrastructure and assets. Participants can experience supported leisure cycling on local paths and enhanced wellbeing as a result. The project also hopes to diversify and build local volunteering and support intergenerational interaction.

The groups official launch was in January 2019. All of the facilities are now in place and works complete. An initial 10 volunteers have been trained and had PVG clearance to cycle the Trishaws and provide support and an additional 10 volunteers are currently undertaking training. The project has supported the local Remembrance Day celebrations, showcasing the Trishaw and facilities as part of this. It has also contributed to the 'Carnoustie Christmas Lights Switch On'.



The Kinloch Care Centre hosts the new facilities and bikes and has been used as the initial pilot site. Early feedback from residents, their families and friends is very positive as the comments from participants below illustrate.

**“ Great to be out and about once again to areas like the beachfront and golf course”.**

**“ Love to feel the wind in my hair and the sun on my face as we cycle along”.**

**“ Loved seeing all the people who waved and stopped to say hello”.**

This project is an excellent example of how the SHPF can provide additionality to existing activity and parallel funding sources. Project funding and/or in-kind support has also been provided by other local funds.

### SHF resident travel survey

#### 1 What is your postcode?

(all responses will remain anonymous) \_\_\_\_\_

#### 2 In general, how often do you use each mode of transport?

	Never	Rarely	Sometimes	Frequently	Always
Walking (includes jogging/running)	<input type="checkbox"/>				
Cycling (includes e-bike)	<input type="checkbox"/>				
Public transport	<input type="checkbox"/>				
Car	<input type="checkbox"/>				
Electric vehicle	<input type="checkbox"/>				
Other	<input type="checkbox"/>				

#### 3 Do you own or have access to a bike? Yes No

#### 4 Is there anything that would encourage you to cycle more often?

- Access to a bike
- Access to an e-bike
- Better cycling infrastructure (e.g. cycle paths, safer roads)
- Better facilities at my destination.  
(e.g. showers, changing rooms, secure cycle parking)
- Secure cycle storage at home
- Cycle training
- Access to cycling equipment e.g. bike lock, lights, helmet
- Other  
(please describe) \_\_\_\_\_

## Appendix 4 → Social Housing Fund residents survey – April 2020

In this report we will present the findings of our social housing residents travel survey, a pilot study in which we aim to gather initial information about the travel habits of social housing residents. A questionnaire was distributed to residents of Elderpark Housing Association, Link Housing Association, GHA, Kingdom Housing Association, Ferguslie Park Housing Association & Robert Smith Court via Housing Officers, using Google Docs to allow for convenient uploading. The respondents were assigned either 'Rural' or 'Urban' classification, based on knowledge from the Development Officer.

### Methodology

The responses to the "In general how often do you use each mode of transport?" question were allocated scores (Always=4, Frequently=3, Sometimes=2, Rarely=1, Never=0), in order to engineer an average score across respondents for each mode of transport, and presented in Table 1 below:

**Table 1:** The average score calculated per journey mode across all respondents, n=109 (Rural=26, Urban=83).

Journey mode	Average score	Rural average score	Urban average score
Walking (including jogging/running)	2.57	2.42	2.39
Car	2.00	2.69	1.58
Public transport	1.90	1.38	1.90
Cycling (including e-bike)	1.02	1.08	1.03
Electric vehicle	0.10	0.12	0.09
Other (including motorcycle)	0.10	0.12	0.09

- Out of a pool of 109 residents (26 rural, 83 urban), 'Walking' received the highest score (2.57) to the 'In general, how often do you use the following modes of transport' question. This was followed by Car (2.00), Public transport (1.90), Cycling (1.02), then Other (0.10), and Electric vehicle (0.10).

The summary of the response to the question of bike access/ownership is displayed in Table 2 below:

**Table 2:** Summary of the response to the question "Do you own or have access to a bike?", n=109 (Rural=26, Urban=83).

Answer	Number of respondents	Rural respondents	Urban respondents
Yes	52	16	36
No	57	10	47

- From Table 2 above we can see that bike ownership rates changed depending on the residents' location, with 61.5% of rural residents owning or having access to a bike compared to only 43.4% of urban residents.

## Appendix 4 → Social Housing Fund residents survey – April 2020

The summary of the response to the “Is there anything that would encourage you to cycle more often?” question is displayed in Table 3 below:

**Table 3:** Summary of the response to the question “Is there anything that would encourage you to cycle more often?”, with respondents able to give multiple answers. N=101 (Rural= 26, Urban= 75).

Answer	Number of respondents	Rural respondents	Urban respondents
Secure cycle storage at home	52	14	38
Better cycling infrastructure. e.g. cycle paths, safer roads	50	11	39
Access to a bike	36	7	29
Better facilities at my destination e.g. showers, changing rooms, secure cycle parking	25	7	18
Access to cycling equipment e.g. bike lock, lights, helmet	23	0	23
Access to an e-bike	21	5	16
Cycle training	12	2	11
Other	7	6	1

- When asked what would make them more likely to cycle more, more than half of the residents (51.2%) responded ‘Secure cycle storage at home’, which was the most common answer to the question, followed by ‘Better cycling infrastructure. e.g. cycle paths, safer roads’ (49.5%), ‘Access to a bike’ (35.6%),
- ‘Better facilities at my destination. e.g. showers, changing rooms, secure cycle parking’ (24.8%), ‘Access to cycling equipment. e.g. bike lock, lights, helmet’ (22.8%), ‘Access to an e-bike’ (20.1%), and ‘Cycle training’ (11.9%).

## Appendix 4 → Social Housing Fund residents survey – April 2020

The summary of the response to the “Is there anything that you feel is preventing you from cycling more often?” question is displayed in Table 4 below:

**Table 4:** Summary of the response to the question “ Is there anything that you feel is preventing you from cycling more often?”, with respondents able to give multiple answers. N=55 (Rural= 26, Urban= 29).

Answer	Number of respondents	Rural respondents	Urban respondents
Lack of suitable storage for a bicycle	24	14	10
Lack of cycling infrastructure (e.g. cycle paths)	13	8	5
Poor weather	14	9	5
I do not have access to a bike	10	5	5
Lack of confidence riding on the road	9	4	5
I cannot ride a bike	6	2	4
Not convenient to cycle	7	3	4
I don't have time	4	3	1
I do not feel cycling is for me	2	1	1
Other	8	5	3

- From Table 4 above we see that ‘Lack of suitable storage for a bike’ was the most popular response to the ‘Is there anything that you feel is preventing you from cycling more often?’ question with 24 responses, followed by ‘Lack of cycling infrastructure (e.g. cycle paths)’ (13); ‘Poor weather’ (14), ‘I do not have a bike’ (10); ‘Lack of confidence riding on the road’ (9); ‘Not convenient’ (7); ‘I cannot ride a bike’ (6); ‘I don’t have time’ (4); and ‘I do not feel cycling is for me’ (2).

From the response to the survey we can see that while social housing residents from both rural and urban areas scored ‘cycling’ as less important than ‘walking’, ‘public transport’ and ‘car’, over half surveyed would be more likely to cycle more if they had secure cycle storage at home.

### Other notable responses

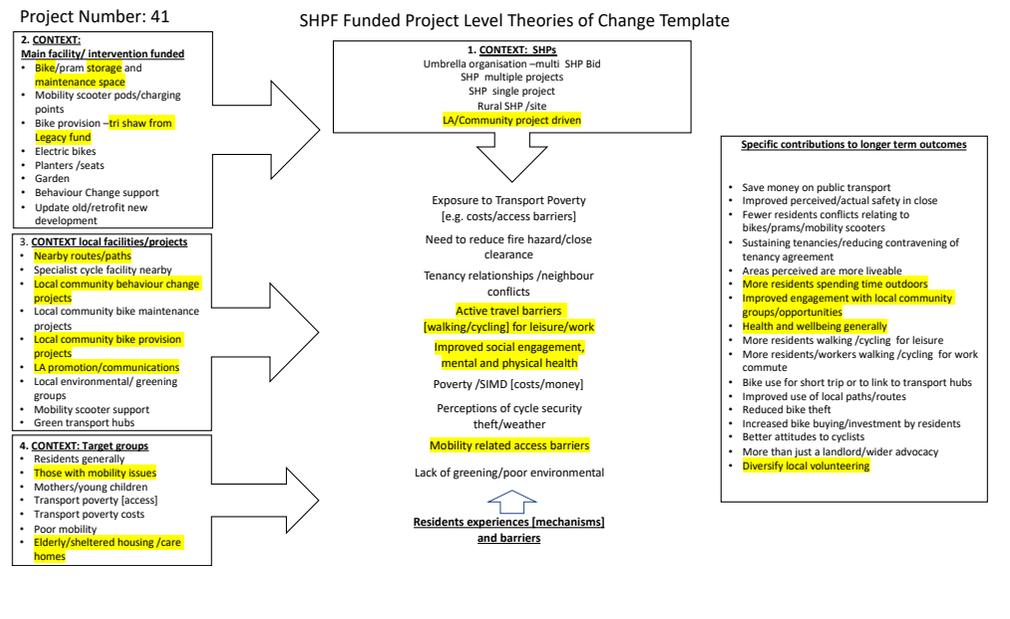
- Residents in rural areas scored 'car' as the most important form of transport with a score of 2.69, followed by 'walking' (2.42) and then 'public transport' (1.38)
- Respondents from urban areas scored 'car' as the least important of the three (1.58), behind both 'public transport' (1.90), and 'walking' (2.39)
- While over two thirds of journeys (68.8%) were less than five miles, the most common form of transport for these journeys was by car (33.3%)
- Car journeys were the most popular method of travel across all lengths of commute (45.9%)
- Rural residents travel further than urban residents, with only 53.8% of journeys being under five miles compared to 80.0% of urban residents, and 26.9% of rural journey were over 10 miles
- 57.7% of rural residents used a car for this regular journey, compared to only 37.1% of urban residents



Photo credit: Living Streets

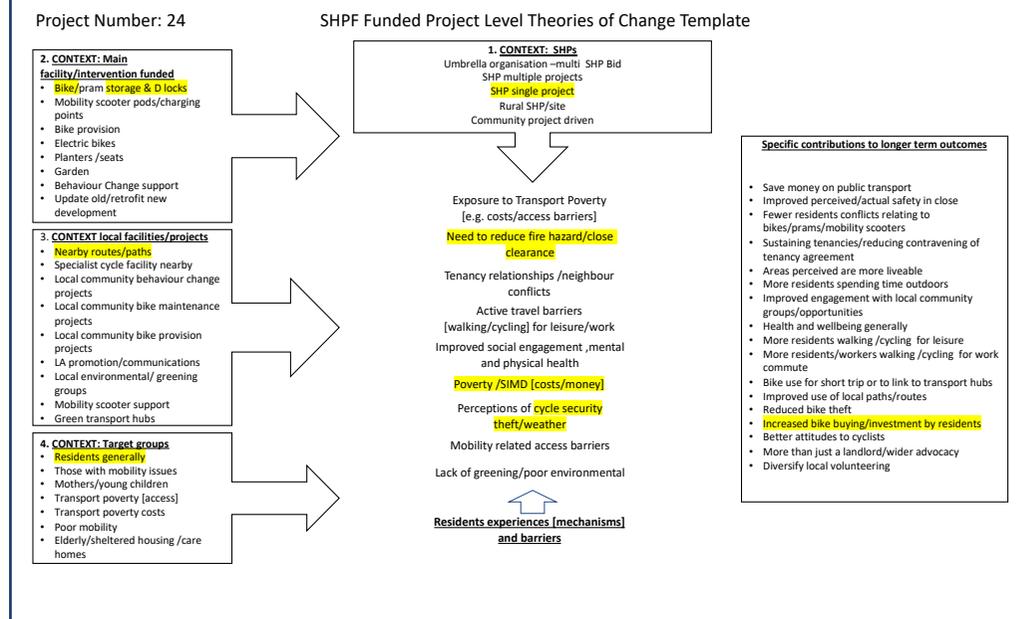
## SHPF Funded Project Level Theories of Change Template

Project Number: 41



## SHPF Funded Project Level Theories of Change Template

Project Number: 24



## Evaluation report author

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