

Future of Rural Mobility

27.03.2024

Jenny Milne



Jenny Milne:

Founder of Scottish Rural and
Islands Transport Community
(SRITC)

(Part Time PhD researcher)

And other roles.....

Breathes and Lives Rural

SRITC (CIC): who is involved



Directors



Jenny Milne



Alex Reid



Alastair McInroy

Musketeers

Being revamped – so it's your time to get involved!

Advisory Board



Laurie Pickup,
Advisory
Board Chair



Alastair
McInroy



Artemis
Pana



Jim Riach



Kate
Pangbourne



Linda
Bamford



Magnus
Fredricson



Michael
Willmot



Robina
Barton

THE
ROUTING
COMPANY



How SRITC work



Core values

- Supportive
- Resourceful
- Innovative Focused
- Transformative
- Community



Vision

Our Community's Vision is to come together to affect change for rural communities, users and providers of transport and mobility.



Mission

To achieve this, SRITC's Mission, is to be a collective voice for rural and island communities, organisations, and businesses, building a network that can deliver a better transport future; represent the transport needs of residents to those who can facilitate change; and facilitate knowledge and best practice exchange to support innovative solutions to key transport challenges.

What does SRITC do?



Cafes & news

Monthly online cafes: themes or placed based. (Hybrid Gathering!)
Bi-weekly news on all aspects of rural transport



Reports

- Spotlight on Rural and Island Transport: Response to NTS2 Consultation (2022)
- Sustainable Transport STEM Challenge (2023)
- A Rural and Island Mobility Plan: The Building Blocks (2023)
- SRITC Gathering Report (2023)
- Scottish Rural and Island Parliament Transport Forum Report – including RIMP (2023)



Services

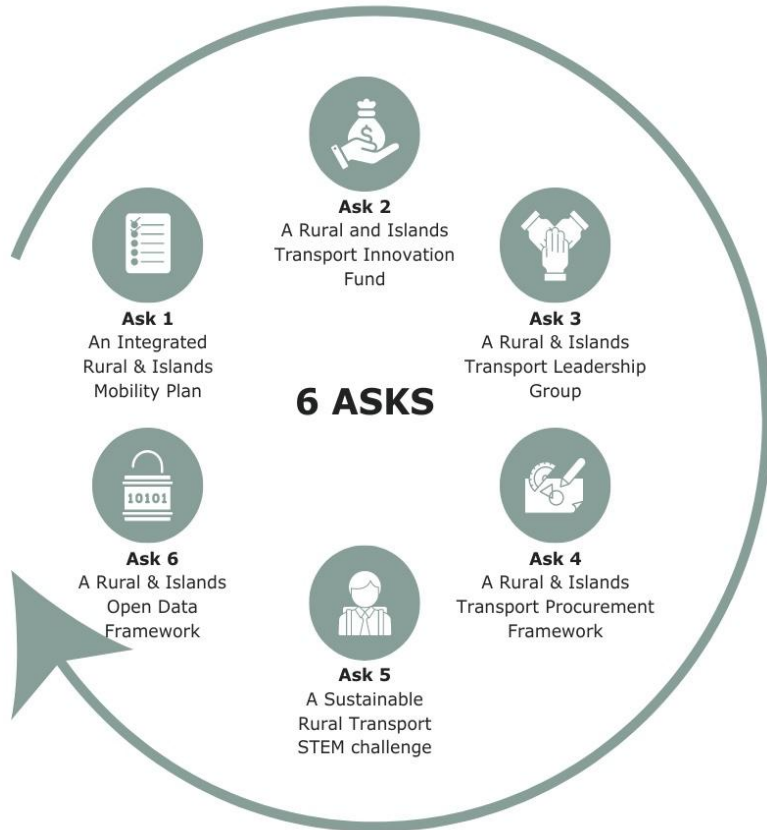
GatherGreenly: Sustainable Travel Support for Rural Events

Rural Stakeholder Engagement

News from me

- SRIP report published
- RIMP story on our website
- Robertson Trust Summer Internship programme
- Running Village halls events by SCVO
- We are now on the portal so can be involved in EU bids and funding
- Happy to be involved in tenders and future opportunities on rural transport
- Partnership offering

Rural and Island Mobility Plan Story



SRITC Spotlight on Rural & Islands Transport Report: Response to NTS2 Consultation | June 2022

Rural and Island Mobility Plan (RIMP)

SRITC journey

2020 SRITC ONLINE GATHERING

We held a workshop online as part of the Gathering asking what should be in such a plan.

2023 SCOTTISH RURAL & ISLAND PARLIAMENT

Curated site visits and held a workshop looking at what a RIMP would look like in 2033.

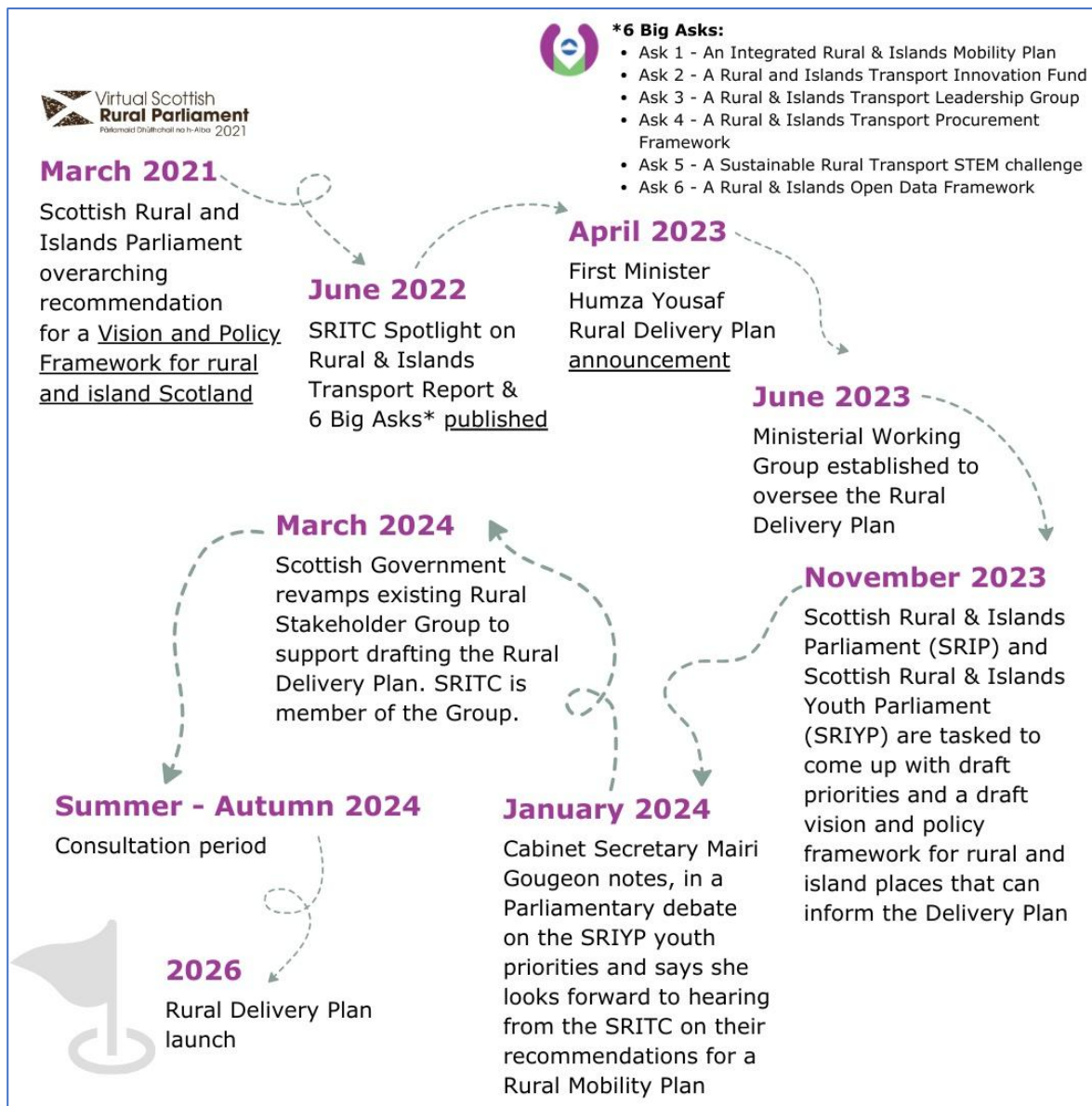
2023 SRITC GATHERING

Held a Lego workshop to understand the necessary components of a plan.

2022 SPOTLIGHT ON RURAL & ISLANDS TRANSPORT REPORT

Report commissioned for the Scottish Government which contained a BigAsk for a RIMP.

Rural Delivery Plan Story



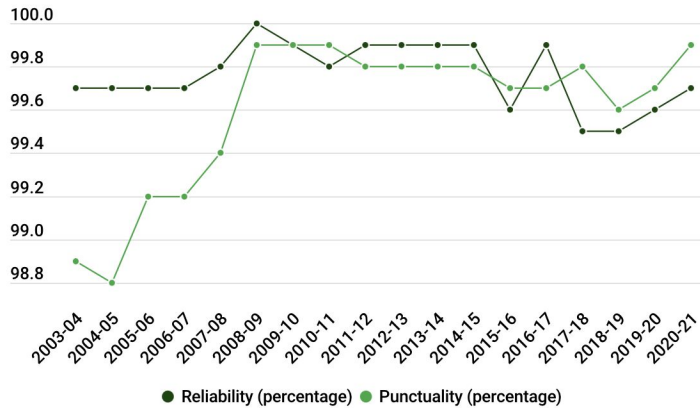
Rural Delivery Plan – Data Story

Ferry reliability

The reliability of lifeline ferry services in Scotland was relatively stable between 2003-4 and 2020-1.

The Scottish Government defines 'lifeline ferry services' as those required in order for a community to be viable. The term is also used to refer to ferry services subsidised from public funds to support lifeline links which would not otherwise be provided by commercial operators.

Graph 2.10: Reliability and punctuality (%) of lifeline CalMac ferry services 2003-04 to 2020-21



Source: [Scottish Transport Statistics 2021](#)



National Outcomes:
Economy, Communities

The [Rural Scotland Data Dashboard](#) has eight sections:

1. Economic development;
2. Transport;
3. Housing;
4. Social justice;
5. Population;
6. Digital connectivity;
7. Education and skills;
8. Health and social care.

Travel in rural areas

There is higher reliance on driving as a means of transport in rural areas, and journey times are longer.

Transport costs are also higher in rural and island areas, particularly for working-age households and pensioners. For example, weekly travel costs are estimated to be up to 251% higher for pensioners living in remote rural areas on the mainland.



National Outcomes: Economy,
Communities

Table 2.1: Weekly travel costs in different Minimum Income Standard (MIS) budgets, 2021



Source: [The cost of remoteness. Additional minimum living costs in remote rural Scotland, Scottish Government \(2021\)](#). Also see: [Poverty in rural Scotland: evidence review](#). Note: study uses a geographical classification based on categories 4 and 6 of the [six fold Urban Rural classification 2016](#).

The **car** forms the basis of 'rural definitions'. This measurement assumes access or ownership!

Finally....

April SRITC Open Cafe & Chat

Includes Climate cafés!

26.04.2024

10:00 am - 11:00 am

**MaaS Scotland
Conference** – June,
Glasgow

Royal Highland Show –
June, Edinburgh



As SRITC is a social enterprise any profits are invested back into rural transport. Should you wish to help support this aim, we have partnership opportunities to cater for all. From £150 to support two cafes to longer term commitments.

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or

jenny@ruralmobility.scot

Pioneering long-term prosperity of rural communities in Scotland

#wearesritc

Supported through Inspiring Scotland by the Scottish Government Rural and Island Communities Idea into Action Fund.



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