

Climate, Community, and Active Travel

Sustrans Scotland Communities Team



Aims of the session

- Transport emissions in Scotland
- The impact this is likely to have on communities
- What can communities do to reduce car use
- How Sustrans can support community organisations to develop an initiative

Top 3 sources of greenhouse gases in Scotland 2019

Agriculture

Business

Energy supply

Industrial processes

International aviation & shipping

Land use, land use change & forestry

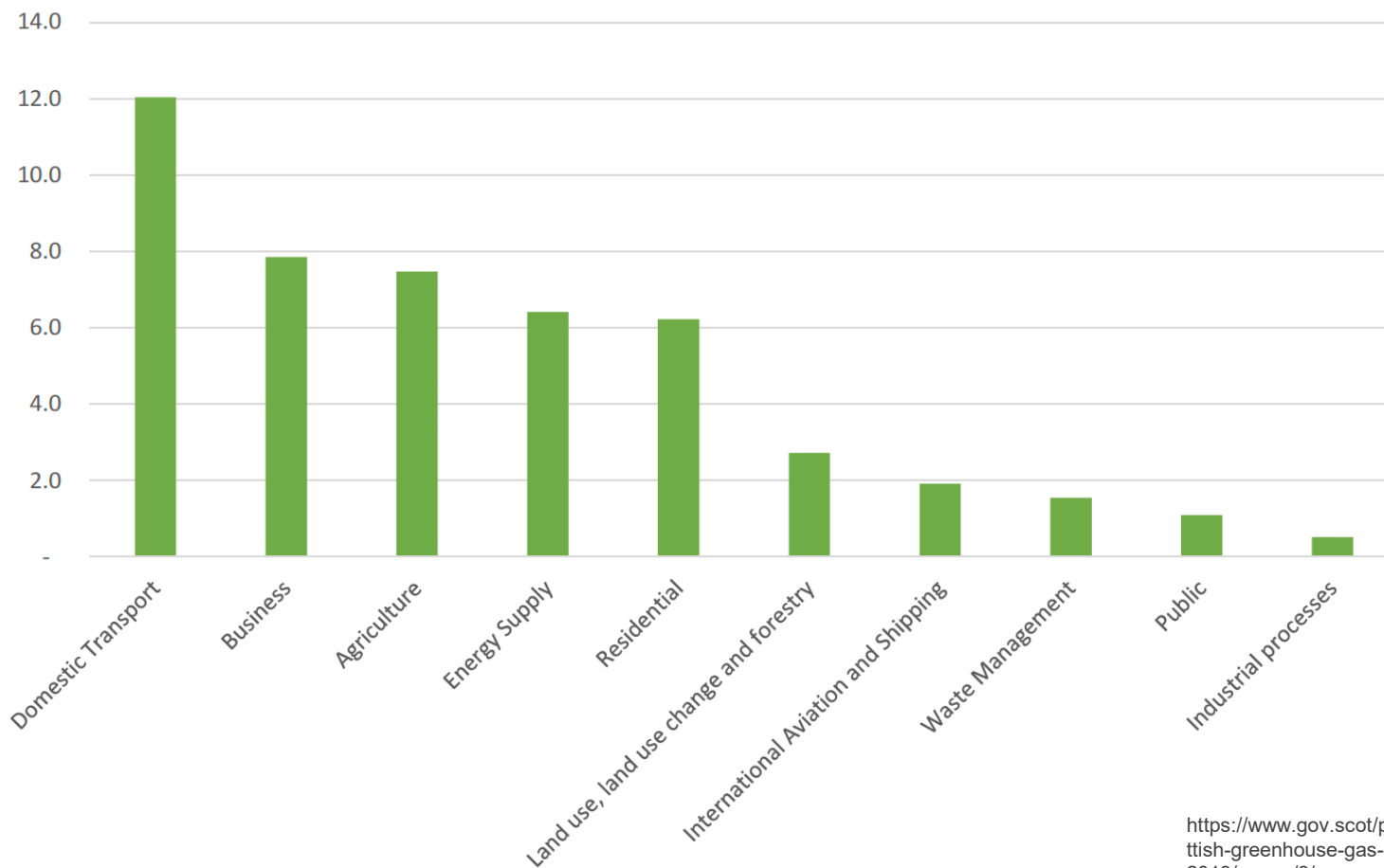
Public sector

Residential

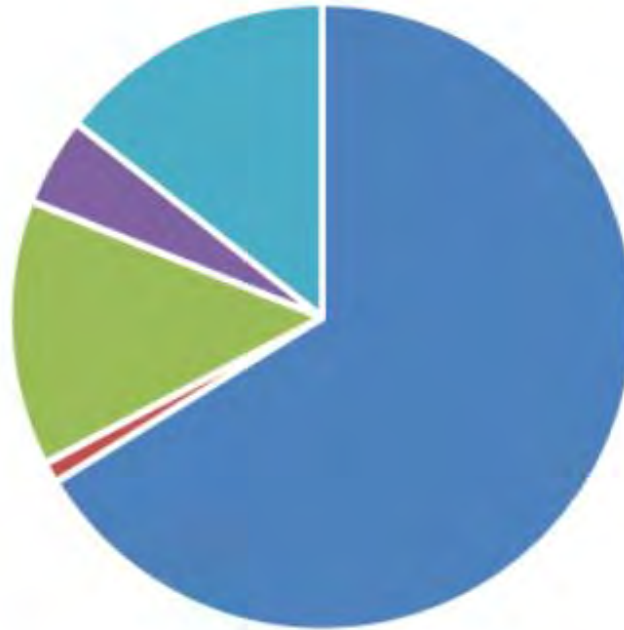
Transport

Waste management

Sources of GG emissions 2019 (MtCO₂e)

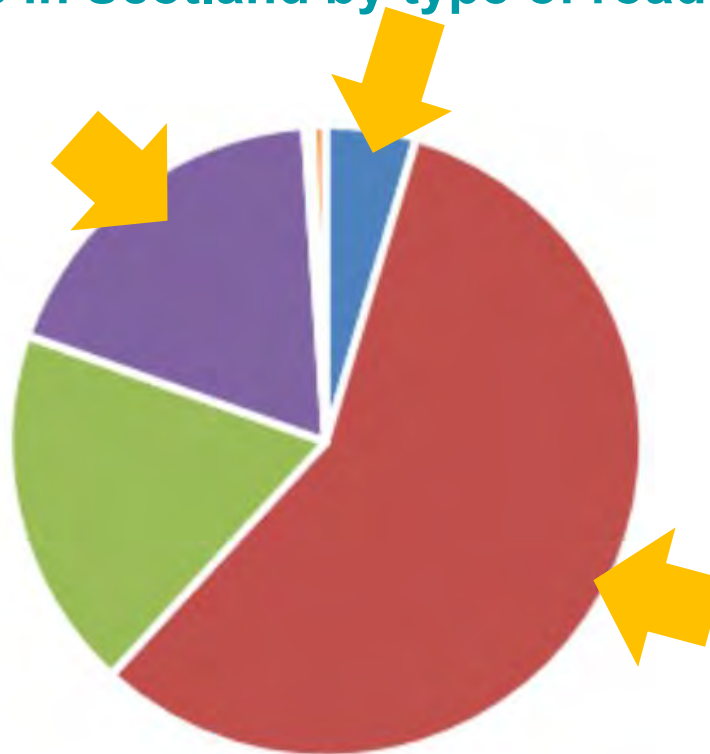


GG emissions in Scotland by type of transport 2019



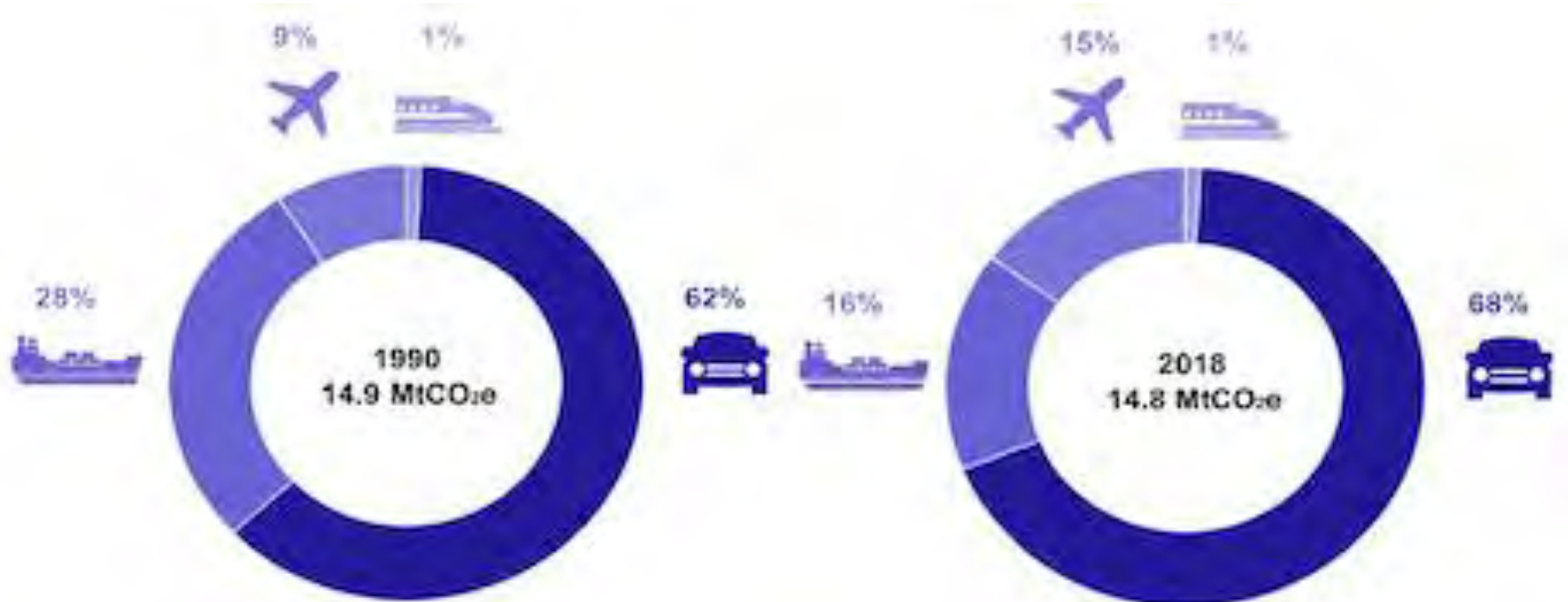
- Road transportation total
- International aviation and shipping
- Domestic shipping and maritime
- Railways
- Domestic aviation

GG emissions in Scotland by type of road transport 2019



- Buses & coaches
- Passenger cars
- Heavy goods vehicles
- Light goods vehicles
- Mopeds & motorcycles
- Other road

Change in emissions since 1990



The global picture

- Growth in annual GHG emissions for energy supply and industry have been slowing
- Growth in transport emissions have been roughly constant at 2% per year.

IPCC Sixth Assessment Report
Mitigation of Climate Change

ABOUT ▶

RESOURCES ▶

DOWNLOAD ▶

ipcc



Climate Change 2022: Mitigation of Climate Change

The Working Group III report provides an updated global assessment of climate change mitigation progress and pledges, and examines the sources of global emissions. It explains developments in emission reduction and mitigation efforts, assessing the impact of national climate pledges in relation to long-term emissions goals.

Local impacts



Local impacts

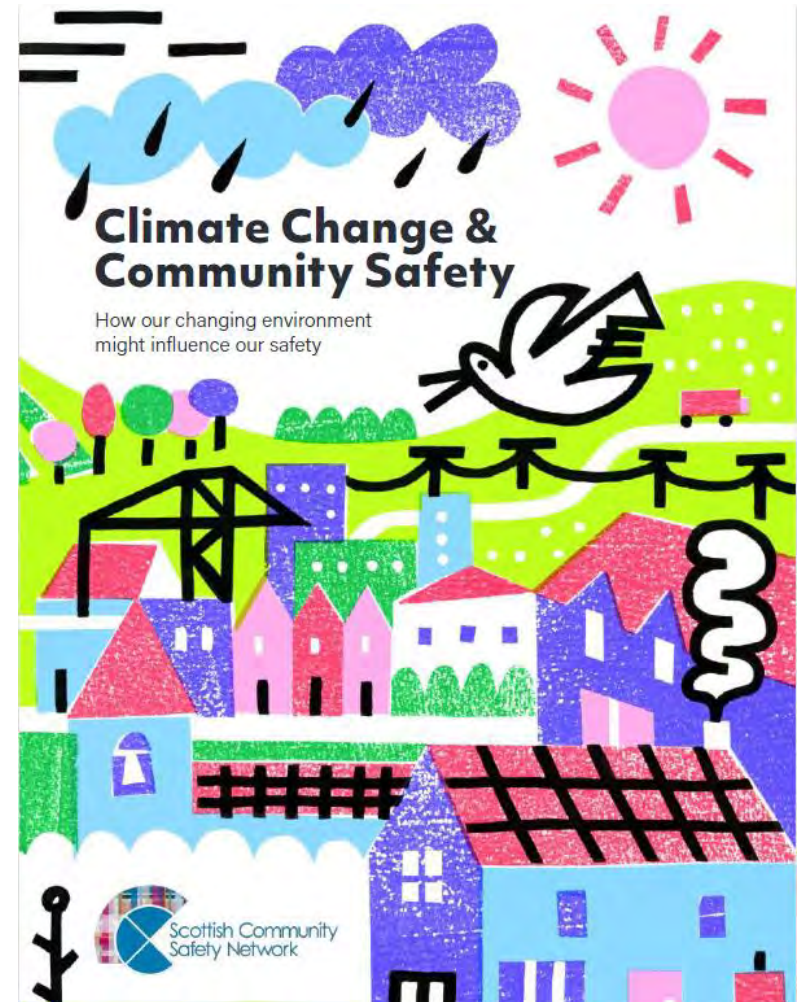
Safety issues

Drop in house prices in coastal areas

Impacts on local wildlife



<https://www.southernhebrides.com/treshnish-isles-puffin-territory/>



Task: Intergenerational impact

Have a look at the 'My Climate History Tool'

Answer the three questions and scroll down to see the results

Repeat this for someone who is much younger or older than yourself.

Reducing car use



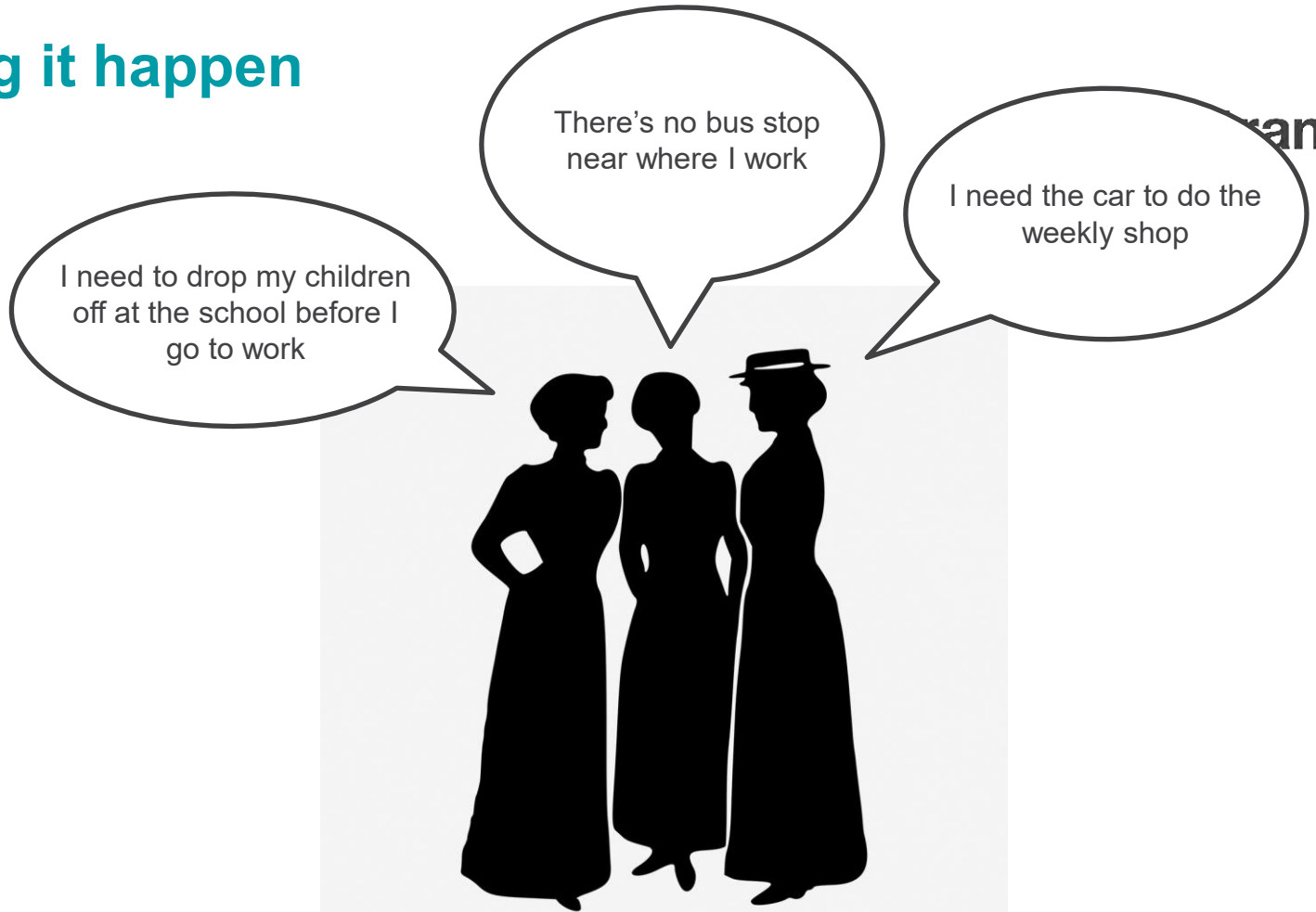
Breakout discussion

How can community organisations influence the following groups to help reduce car use in Scotland:

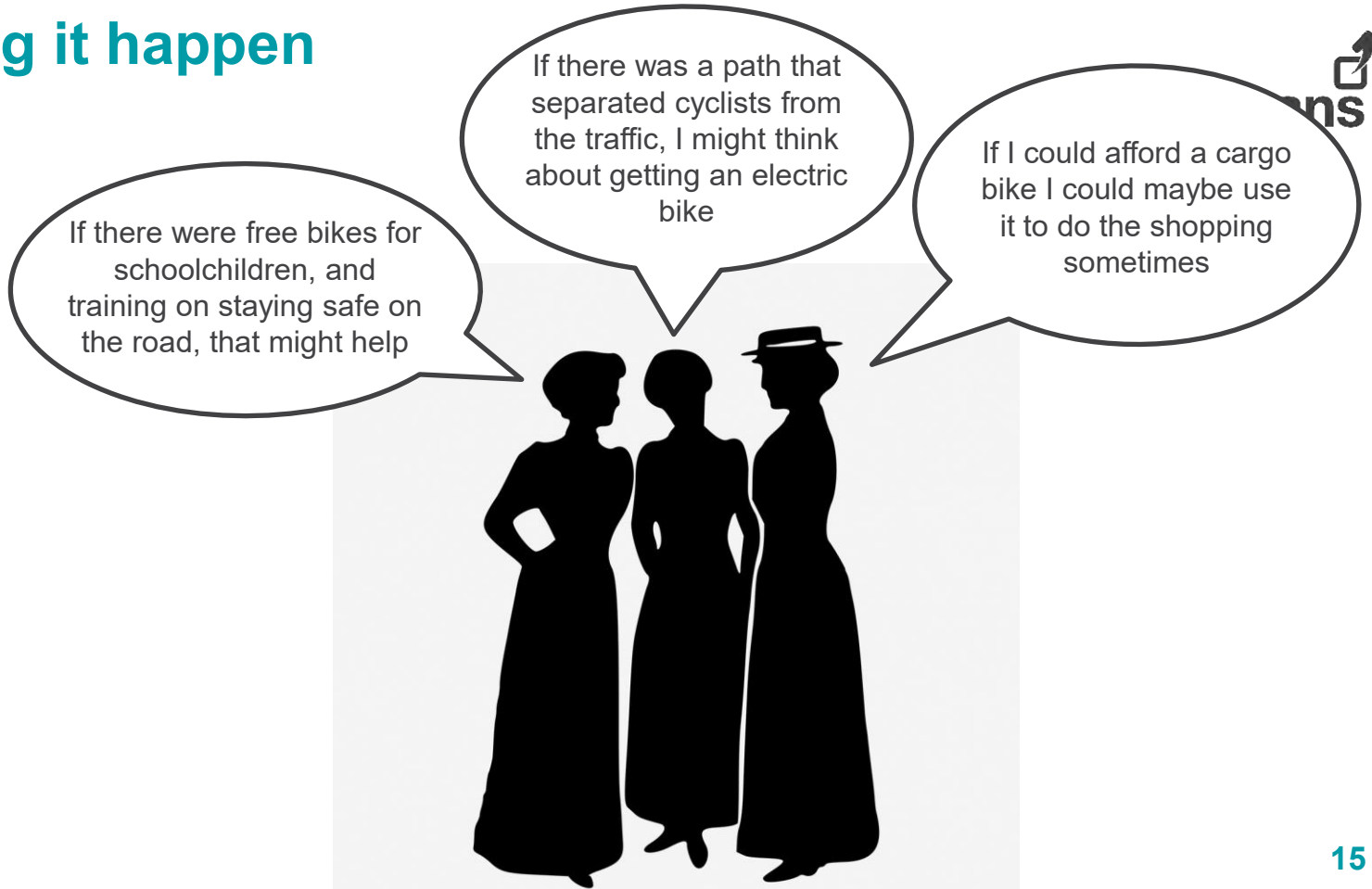
- Individuals
- Transport providers
- Local authorities

Choose one or two only

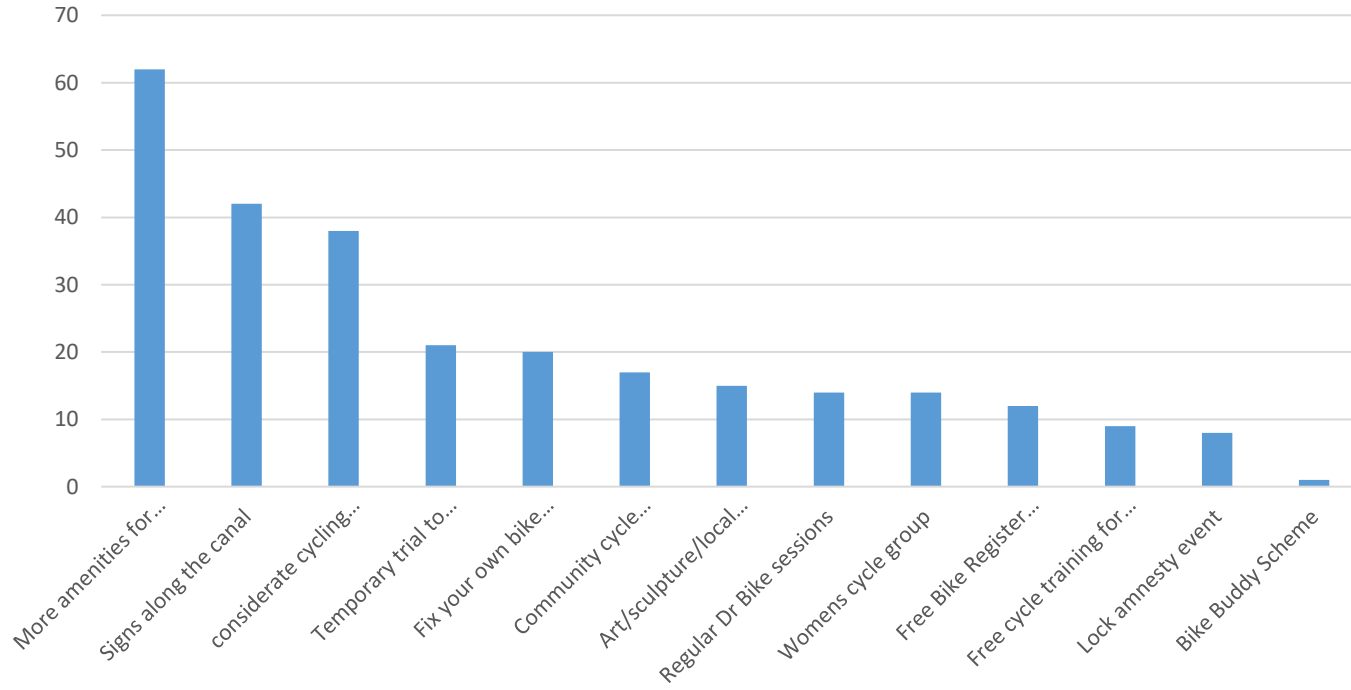
Making it happen



Making it happen



Sense check



Setting up your project – getting started

Encouraging people to travel to venues and events actively



Top tips to get staff and visitors to walk, wheel and cycle

The Communities Team has pulled together these pointers to encourage everyone to travel actively to any venues and events. Whether that's walking, cycling, or using any other form of human-powered transport – like wheelchairs, scooters, and even skates and skateboards.

You might already be doing some of these – great stuff! But it's worth reviewing your messaging to update advice and identify any gaps. All these ideas are low cost and simple to put in place. For advice on more in-depth activities, get in touch.

1. Include all travel options as directions on your website

Put walking, wheeling and cycling directions first, then public transport options, followed by driving directions. It sounds obvious but you'd be surprised how many venues only include driving directions. If you don't have a car park, make it clear that parking will be difficult.

2. Promote cycle hire schemes

If you have one of these in your city or town, highlight nearby docking stations and how to link with other transport modes e.g. If you're coming by train, there's a cycle hire station just outside the train station on the left!

3. Give details of routes from key local areas

It's a good idea to include how to get to your venue from a couple of popular areas in and around your community, e.g. It's 10 minutes' walk from the town centre, or 15 minutes from the train station if cycling.

Don't forget to think about if there are steps or steep hills that may not be accessible for everyone. If so, give some alternative routes.

4. Display maps of local walking & cycling routes

Have a large map in a prominent place in your entrance area. Ideally it's helpful to have some copies that people can take away, too.

Why get involved?

Over half of journeys made by car are under 5km.

Save money and improve health by walking, wheeling and cycling.

Encourage communities to talk about how they travel, and help them make any positive changes.

“If you want to encourage someone to do something, make it easy.”
Richard H. Thaler

5. Ask people how they travelled to reach you

If you have a sign in/out system, this can be an easy place to include a question asking people how they travelled to get to your event. You could even have a noticeboard in the entrance area where people can write or draw how they got from A to B.



How to start a walking, wheeling and cycling group.



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Setting up a bike library Communities Team top tips



Things to consider

Justification

Bike libraries can be valuable community projects, as lack of access to a bike is a very common barrier to getting more active. If you plan to apply for funding, you'll need to prove to funders that lack of access is an issue with your target audience.

Storage

Bikes take up a lot of space and are attractive to thieves – do you have secure storage for when the bikes (and accessories) are not in use?

Maintenance

Bikes will need ad hoc maintenance which can be expensive. How will you pay for any repairs? Perhaps you know someone who could help with this. Alternatively, do you have the tools and knowledge in your organisation to make basic adjustments and repairs? You could also explore training staff or volunteers in Velotech. This can build organisational capacity and save money in the long run.

What else is available in your area?

Consider if there are any public bike hire schemes, or local bike shops offering hire, that might see you as competition. Could you link up with them? What can you do to make sure your library is unique?

Buying equipment

Invest in better quality bikes as they will be easier and more enjoyable to ride, simpler to maintain and get spare parts for, and a better long term investment. Look to spend at least a few hundred pounds per bike, and upwards of £1,000 per e-bike as a ballpark figure. Hybrid-style bikes are usually a good all-round choice, whether e-bike or traditional.

Think about a range of frame sizes and/or styles to suit people of different heights and preferences. It might also be worth including one or two folding bikes and/or cargo bikes so people can try these out.

Some bike libraries promote inclusive cycling by offering a range of adapted bikes. These can also include wheelchair bikes and tricycles. For more information, CyclingLUS has a useful guide.

Look to buy bikes locally if you can – not only will this support local business, but practically it will make sorting out any issues much easier. The bike shop will be much happier to help on a fleet they supplied than fix cheap bikes bought elsewhere.



Accessories like mudguards, luggage racks, lights, and pannier bags to lend out with the bikes are great for everyday cycling. Helmets are useful to offer – some people will prefer not to use them, but most will probably ask for one as part of their bike loan. Look to get a variety of sizes. Be aware that people may not realise that helmets need to be replaced after accidents or being dropped a lot, and so may not tell you if this has happened. So check all helmets carefully on return, and be prepared to replace them regularly.

Bike locks should be high quality, and ideally Sold Secure Gold standard. This may be stipulated by your insurer, but it's a sensible move regardless, especially for e-bikes. Budget around £50 per lock. Better to spend more on a good lock up front, than have to replace a bike later.

Running a 2-wheeled library in the UK has been approved and listed in Scotland's Community



Running a 2-wheeled library in the UK has been approved and listed in Scotland's Community



Setting up your project – obtaining funding

Applying for active travel project funding

Top tips



Read the funder's guidance carefully

This is important, as it makes sure you are clear about what the funder wants. It's tempting to talk about what is important to your organisation in your application, and the successes it has had – but does this align with the priorities of the funder?

Describe the need for your project

Refer to national and local policy here. Include information from a Local Outcome Improvement Plan and/or Local Place Plan, if available. Show evidence you've talked to local people. It's useful to include how many people you spoke to, statistics, quotes, and photos if possible (with permissions).

Think about partnering up locally

Working in partnership with other local organisations will usually strengthen an application. The sign of a good partnership is that it's greater than the sum of its parts.

Less obvious partnerships can sometimes be more impactful, and usually both parties will learn a lot.

If one of the partners will be crucial to delivering work that will be crucial to the project, (for example a partner organisation delivering cycle training) it's good practice to include a signed partnership agreement.

This is because funders are risk averse – if it looks to them that the cycle training has not been formally agreed with the partner organisation and may not happen, they might conclude that this could pose a considerable threat to the success of the project.

How will you monitor the success of your project?

Some funders may stipulate specific methods of doing this but, if not, you may need to devise these yourself.

Illustrative example

The main priorities of the Youth Climate Action Fund are to help grassroots organisations empower young people to reduce carbon emissions and increase awareness of climate change in their local areas. Durrangee Youth Project decided to apply to set up a bike upgrading initiative.

They are located in an area that's within the top 10% of the Scottish Index for Multiple Deprivation. They have had great success getting young people involved in their community, particularly those with mental health issues. They've also reduced social isolation and helped unemployed young people gain experience through volunteering. Some people have gone on to obtain jobs as a result.

If their application focuses too much on mental health, reducing social isolation, and increasing employability, it will be very unlikely to be funded, as this isn't what the funder is primarily looking for – their focus is local climate action.

It would be better to frame these social aspects as core benefits of the project – primarily focusing on reducing carbon emissions through upgrading old bikes and getting more people to start cycling. Raising awareness of climate change can also happen through discussions with young people about transport and reducing waste. The application now aligns with the funder's aims.

Success story

Jolly Orla from SCORE Scotland is a social justice organisation based in Edinburgh, who stress their approach to project design. They successfully secured Climate Challenge funding.

"What was key for me was having an established group that was already involved in the same fit project which we were facilitating.

"I asked the group whether they would be interested in learning how to ride a E-bike, so even before we started planning for the actual sessions, there was already buy-in from the community.

"It might not mean that the same people will get involved in the project when funding is secured, but they can help mobilise the other community members.

"Listening to what the community is saying will help – as the project design adapts to their needs, there will be greater buy-in, and they themselves will scale out acquisition of new people."



Research the funder

What kinds of projects have they funded in the past?

Remember that lived experience is expertise

Don't play it down, if your community experiences particular inequalities, describe how these affect people. The funder may not have specialist knowledge on this so it's valuable.

Make sure outcomes are reasonable

E.g. We will upgrade 300 bikes over the course of the project year. But does this include time taken to recruit staff and get the premises fitted out?

Cut the jargon

Once you've written the summary of your project, ask someone who's not connected to your organisation to read it over to make sure it's clear and understandable.

How you've considered g-term sustainability

The application include steps to becoming less grant reliant?

Be imaginative

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

Applying for funding towards bikes/e-bikes?

Make sure you budget for how these will be securely stored, including good quality locks for when in use as well as how they will be maintained?

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

Active travel funding schemes

Cycling Scotland's Cycling Friendly Programmes for schools, employers, communities, campuses and social housing providers. Each has a related fund which can pay for bike libraries, storage, repair facilities, and other equipment.

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

Paths for All's Community Paths

Grants support the creation, improvement, maintenance and promotion of community paths.

Paths for All's Smarter Choices

Smarter Places Open Fund supports measures to encourage people to use buses and community car clubs for longer journeys; walking and cycling for short journeys; and home working to replace daily commutes.

Sustrans Scotland's Places For Everyone

Provides advice, support and funding for the creation of infrastructure that makes it easier for people to walk and cycle for everyday journeys. The aim is to check when the next funding round is open.

Other useful resources

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

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







Setting up your project - purchasing equipment



<https://www.cyclinguk.org/community-outreach/inclusive-cycling-network>

Long term sustainability



YOUR COMMUNITY'S FUTURE TRAVEL

PLAN, COMMUNICATE, AND LEAVE WITH THE SKILLS TO BUILD SOLUTIONS

October 2022 | 4 sessions | Online | 10am - 12.30pm | Fully funded

- Explore the meaning of sustainable transport and its impact on all community projects and programmes
- Understand how to map out current opportunities and solutions while finding gaps
- Develop communication skills to help convince people your solution is right
- Get a chance to link up with larger Active Travel and sustainable organisations



Community action plans



FIFE COMMUNITY CYCLING ACTION PLAN

DECEMBER 2021

Developing a community action plan

Wester Hailes, Sighthill and Broomhouse Community Behaviour Change Action Plan

07 September 2021

To find out more, please contact: Caro Kemp
Caro.kemp@sustrans.org.uk

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-line [jointhrive](https://www.sustrans.org.uk).

www.sustrans.org.uk

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

Executive Summary

Sustrans' Communities team spent 14 months listening, talking and collaborating with people in the Wester Hailes, Sighthill and Broomhouse communities of southwest Edinburgh. By talking with individuals, groups and community organisations in the area, they have heard about what makes walking, wheeling (travelling with a wheelchair, scooter, pram, buggy etc) and cycling in the area difficult for a wide range of people. From this, Sustrans worked with local community organisations to form a steering group, who used their collective knowledge and experience to discuss potential solutions to these barriers. By drawing from local experiences, and inspiration from successful community-led active travel (walking, wheeling and cycling) work carried out elsewhere, the steering group co-produced an active travel behaviour change action plan for the area, and identified a suite of interventions to overcome barriers. The intention is that members of the steering group and other local organisations will be well placed to help deliver these interventions, leading to a highly embedded and effective programme. This will complement the new walking, wheeling and cycling infrastructure which is being delivered by City of Edinburgh Council in partnership with Sustrans' Places for Everyone team.

Background



The West Edinburgh Link (WEL) is a large scale infrastructure project which will transform cycling, walking, public spaces and accessibility for all within and around one of Scotland's key business parks, in the west of Edinburgh. The project will connect up South Gyle, Edinburgh Park and local neighbourhoods (East Craigs, South Gyle, Bankhead, Sighthill and Wester Hailes) with high quality walking and cycling routes and new public spaces. Construction is due to begin in 2021. The southern section of the new route extends from Calder Road, along Wester Hailes Road all the way to Lanark Road. The majority of this section is an area of multiple deprivation, providing an opportunity for Sustrans' Communities team to trial a new approach to increasing accessibility of mobility and reducing health inequalities; working in collaboration with local community-based organisations to identify and deliver behaviour change interventions. These are coordinated sets of activities designed to change specified behaviour patterns. A behaviour change plan is a requirement for all Places for Everyone projects, ideally with an associated budget of at least 5% of the overall budget. This Behaviour Change Action Plan is an example of how a behaviour change strategy can be co-produced with local organisations, drawing from their knowledge, skills and experience to create a collection of

Developing an action plan

Action	Delivery partner	Timing
Dr Bike sessions	SCORE Scotland	June - Oct
Cycle training for families	SCORE Scotland	June - Oct
'Pay as you can' Fix Your Own Bike sessions	Bridge 8 Hub	June – Aug (trial)
Considerate Path User campaign	WHALE Arts	June - March
Benches and signage for walkers	SCOREScotland	April - March

Breakout discussion

Do you have any ideas for active travel initiatives in your community?

What support would your organisation need?

Sustrans support programmes

Community Active Travel Support Scheme

3-6 months in-depth support for

- Low income communities (10-20% SIMD)
- Communities which experience inequality



Activate Mentoring

Peer to Peer mentoring programme for:

- People experienced in delivering community based active travel related projects
- People who would like to set up or develop a project



Both programmes include:

- access to free training for staff and volunteers
- a letter of support when applying for funding



Places For Everyone

Feasibility studies

Single 'A to B' routes

New or improved connections to local public transport

Placemaking projects



Creating new neighbourhood links in Toryglen



<https://www.showcase-sustrans.org.uk/news/creating-new-neighbourhood-links-in-toryglen/>

Other programmes

Volunteer team

Workplaces

NCN grants

I Bike (schools)

Active Travel Hubs

Cargo Bike Scotland Project

Communities.team@sustrans.org.uk



For further info

General help and advice for community organisations Communities.team@sustrans.org.uk

Community Active Travel Support Service <https://www.sustrans.org.uk/our-blog/projects/2022/uk-wide/community-active-travel-support-service/>

Activate Mentoring <https://www.sustrans.org.uk/our-blog/projects/2022/uk-wide/sustrans-launches-activate-mentoring/>

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

Volunteers team Lisa.Morton@sustrans.org.uk

Artroots <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/artroots-funding-for-the-national-cycle-network-in-scotland/>

Love Your Network <https://www.sustrans.org.uk/our-blog/projects/2019/scotland/the-love-your-network-grant-for-community-groups-in-scotland>

For further info

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

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

Ayr Active Travel Hub <http://athubnetwork.co.uk/ayr-active-travel-hub>

Kilmarnock Active Travel Hub <http://athubnetwork.co.uk/kilmarnock-active-travel-hub>

Cargo Bike Network: cargobike@sustrans.org.uk

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

Survey!

Sustrans is the charity making it easier for people to walk and cycle.

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