

Climate, Community, and Active Travel

Sustrans Scotland Communities Team



Aims of the session

- Transport emissions in Scotland
- The impact of climate change in Scotland
- What can communities do to reduce car use
- Support that Sustrans can provide

Top 3 sources of greenhouse gases in Scotland 2019

Agriculture

Business

Energy supply

Industrial processes

International aviation & shipping

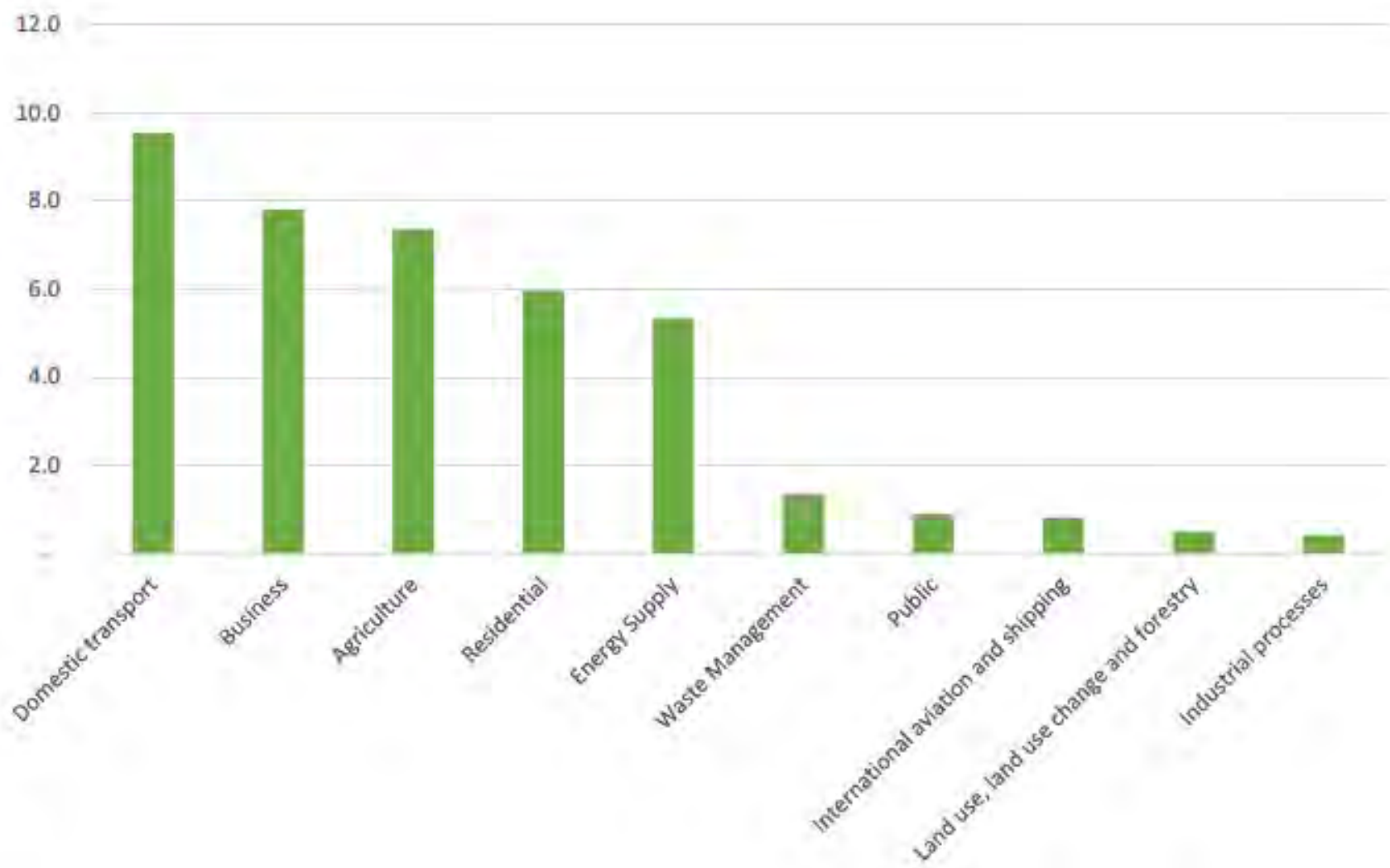
Land use, land use change & forestry

Public sector

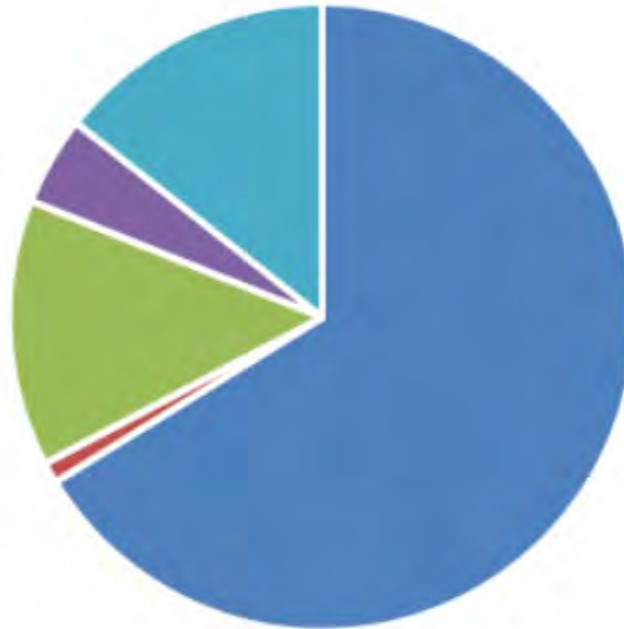
Residential

Transport

Waste management

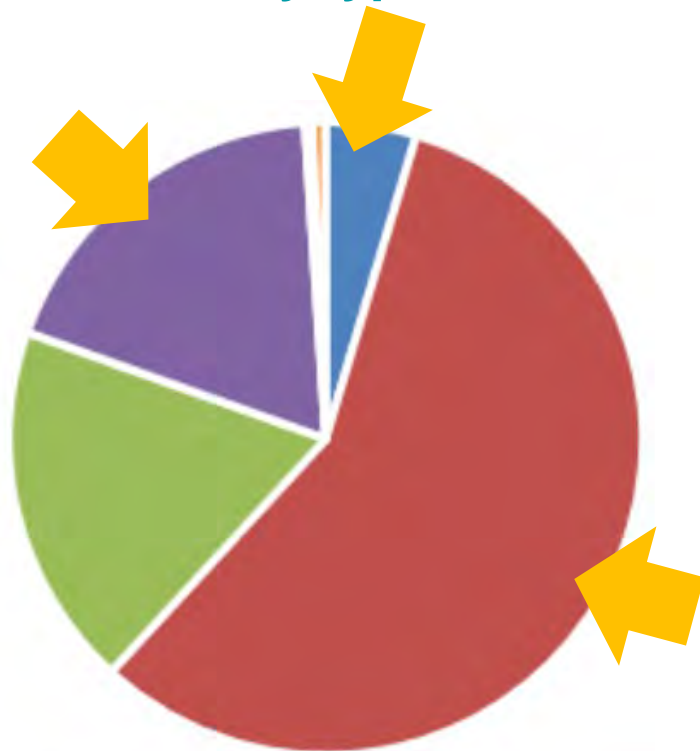








GG emissions in Scotland by type of transport 2019



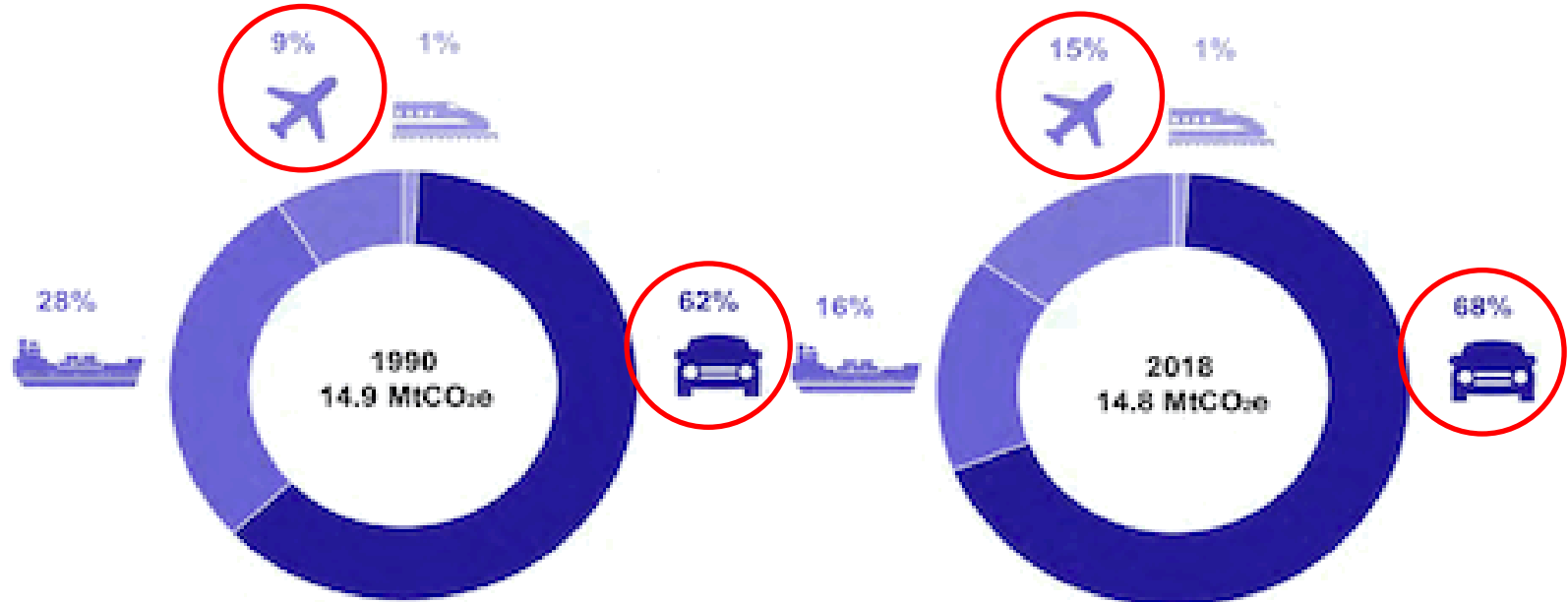
- Road transportation total
- International aviation and shipping
- Domestic shipping and maritime
- Railways
- Domestic aviation

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 ▶

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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

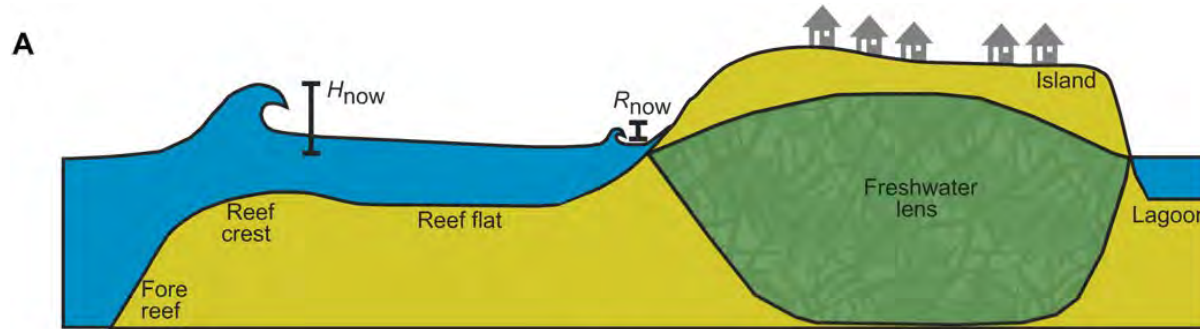








Task -

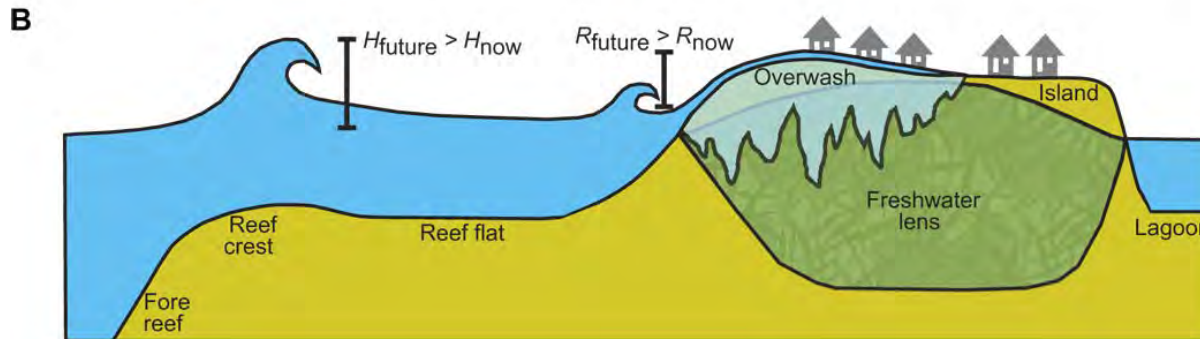
Bring up the flood map tool and enter moderate settings.

Have a look at how your own local area will be affected in 2030 and 2050. How will this affect getting around?

Salinisation of groundwater



-  = Atoll
-  = Present sea level
-  = Future elevated sea level
-  = Present groundwater
-  = Future groundwater
-  = Salinized groundwater due to overwash



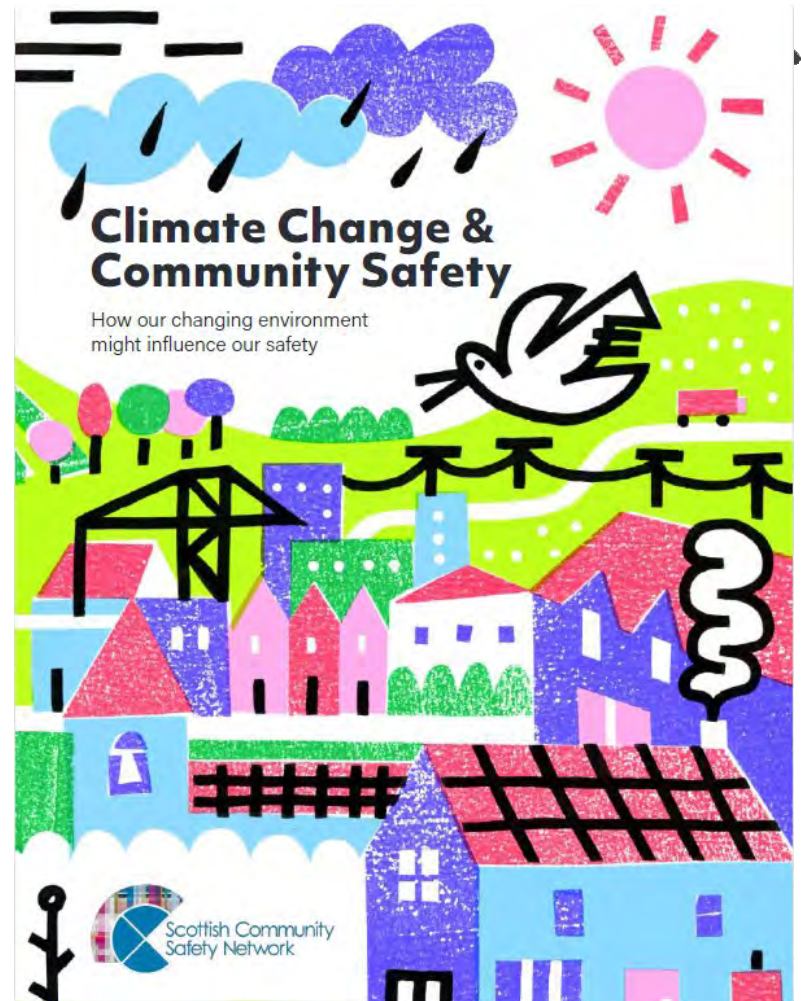
Local impacts

Safety issues

Impacts on local wildlife



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



Breakout discussion

What can community organisations do to influence:

- Individuals
- Transport providers
- Local authorities

Choose two only!

Reducing car use



Making it happen

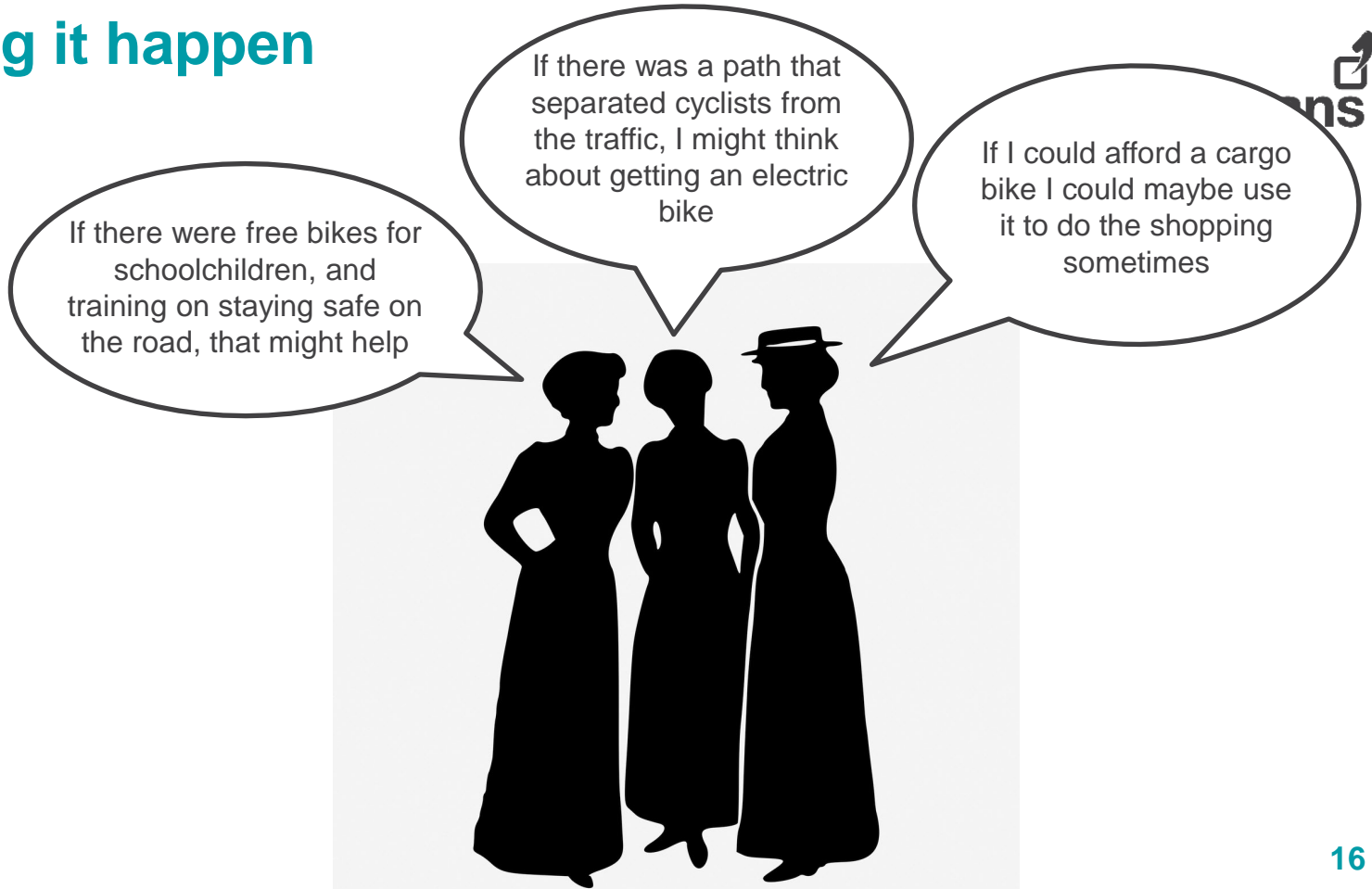
I need to drop my children off at the school before I go to work

There's no bus stop near where I work

I need the car to do the weekly shop



Making it happen



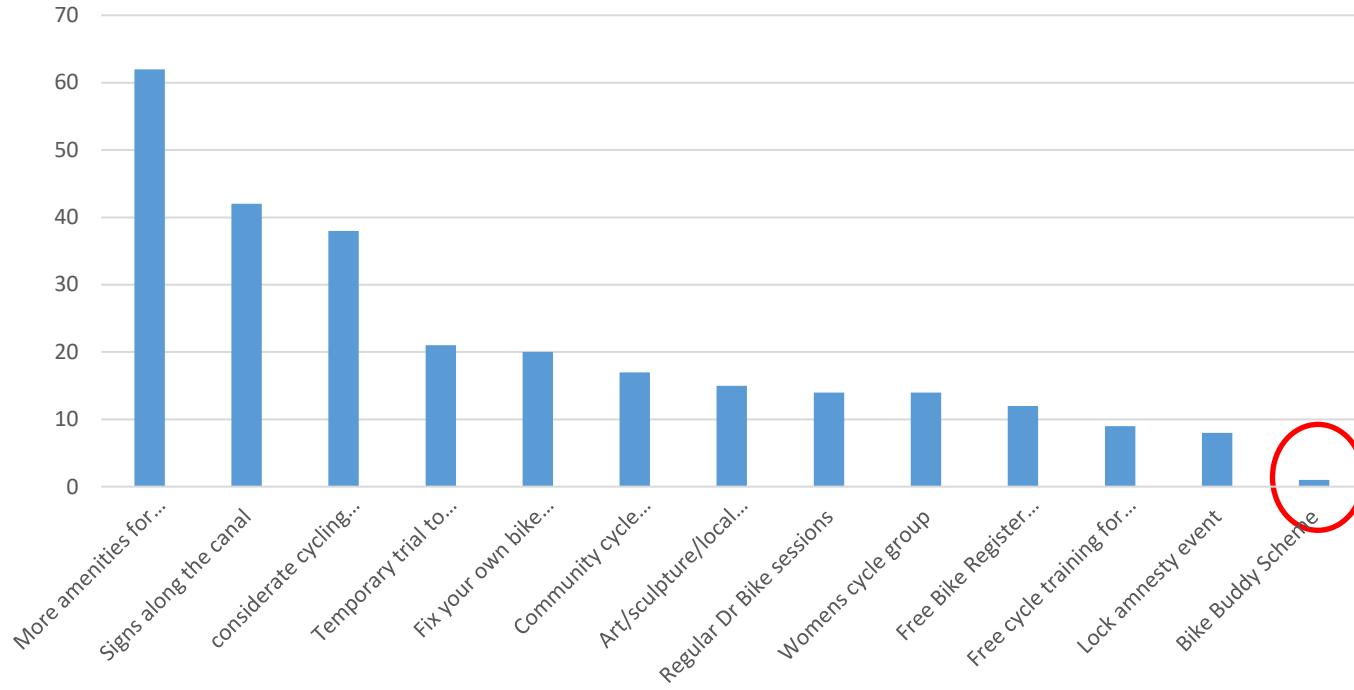
Sense check

You may be aware that cycling/walking paths are planned for the area, but what else would help you to walk, wheel (using a wheelchair, pram, scooter etc) or cycle for local journeys? If there's something else that's not listed, please tick the 'other' box and leave a comment.

Please select between 1 and 4 answers.

- More amenities for walkers (access to public toilets, benches etc)
- Free cycle training for adults
- Art/sculpture/info on local history etc - created by local people and located in places accessible for walkers/cyclists/wheelchair users
- Regular 'Dr Bike sessions' (bring your bike to be looked at by a mechanic free of charge)
- 'Fix your own bike' sessions (access to tools and equipment, with trained volunteers in hand to help. Free/subsidised for local people)
- Awareness raising campaign to promote considerate cycling (e.g. slowing down when passing pedestrians etc)
- Lock amnesty events (swap your bike lock for a high quality one, free of charge)

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.

Running & 2-wheeled mobility in the UK: The British Association and Home Counties (BAMHS)



How to start a walking, wheeling and cycling group.



Copyright images © Photosymbols. Prepared by Disability Equality Scotland



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 triocycles. 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.



Running & 2-wheeled mobility in the UK: The British Association and Home Counties (BAMHS)



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 fund?

Describe the need for your project

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

Think about partnering up locally

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

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

If one of the partners will be 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 Active Fund are to help grassroots organisations empower young people to reduce carbon emissions and increase awareness of climate change in their local area. Duncraig Youth Project decides 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 co-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

Jilly Dicks from SCORE Scotland is social justice organisation based in Edinburgh, shares their approach to project design. They successfully secured Climate Change funding.

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

"I asked the group whether they would be interested in learning how to ride a 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.

Show you've considered long-term sustainability

Does the application include steps towards 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 storage on site. Have you budgeted for 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** can help you.

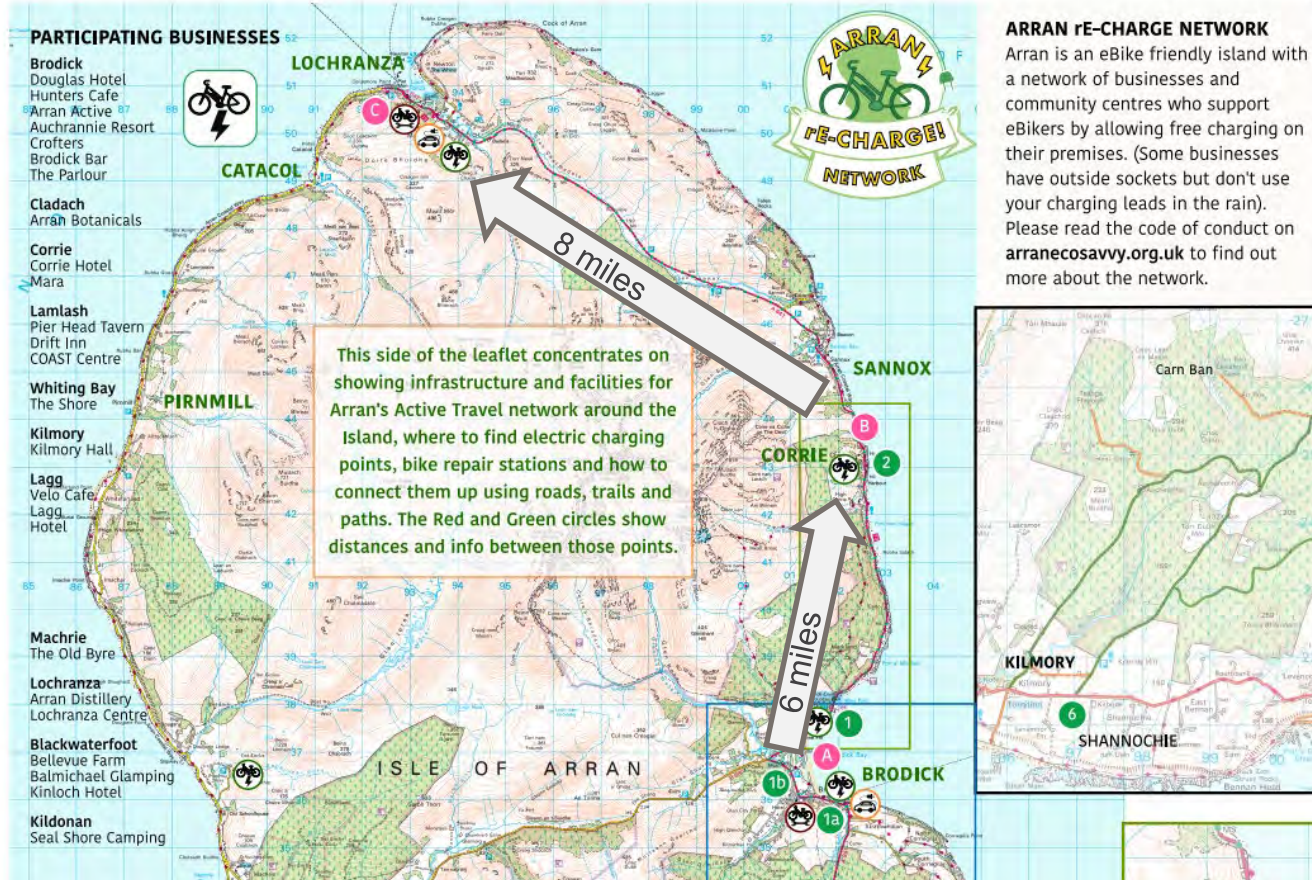
SCVO's Guide to Finding Funding has lots of handy advice to help you discover relevant funding options.

Setting up your project - purchasing equipment



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

Arran Eco Savvy



Developing a community action plan



The Leven Connectivity Project

Behaviour Change Community Action Plan

A proposal for actions that encourage more people to walk, wheel and cycle



Prioritised actions	Possible costs	Likely timescales (short/medium/long)
<p>1. Create an umbrella group – with community representation at its core and fostering partnership working.</p>	<p>£0-£5,000</p> <p>Costs of providing a secretariat and places to meet.</p>	<p>Short</p>
<p>Organisations who would like to continue the conversation or become involved: Fife Voluntary Action, Corra Foundation, Community Trade Hub, Circle Methil, CLEAR/LMRC, Fife Coast & Countryside Trust, Dementia Friendly Fife, Kingdom Off Road, Levenmouth Academy, Cycling UK</p> <p>Other organisations that might like to be involved: STAND, Fife Council CLD</p>		
<p>2. Develop and expand existing outdoor spaces (e.g. beach, parks) / zones for a variety of uses and opportunities.</p>	<p>£10,000 - £100,000</p> <p>Costs of people spending time to identify opportunities and invest in suitable interventions.</p>	<p>Medium</p>
<p>Organisations who would like to continue the conversation or become involved: Kennoway Pump Track / Fife Mountain Bike Community, Community Trade Hub, Corra Foundation, CLEAR, Kingdom Off Road, Levenmouth Academy</p>		

Breakout discussion

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

What support would your organisation need?

Sustrans support programmes

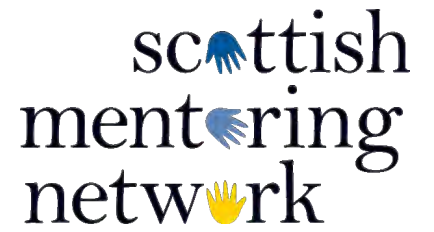
Community Active Travel Support Scheme

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 may not have experience but 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

Connections to local public transport

Placemaking projects



Strathmore Cycle Network



Other programmes

Volunteer team

Workplaces

NCN grants

I Bike (schools)

Active Travel Hubs

Cargo Bike Scotland

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/>

References

Ceris-Morales et al, 2017, 'Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study' British Medical Journal

Storlazzi et al, 2018, "Most atolls will be uninhabitable by the mid-21st century because of sea-level rise exacerbating wave-driven flooding", Science Advances

Gulden, 2017, 'The energy implications of using drones for package deliveries', RAND Corporation

Worthy, 2021, 'Last mile delivery in Scotland', ClimateXChange



Survey!

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

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

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