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3. Named individual which community groups can contact for further information about the project proposal.	Name Gillian Wilson Job Title Head of Development Direct dial number 07717 156 414 Email <a href="mailto:Gillian.wilson@communityenergyscotland.org.uk">Gillian.wilson@communityenergyscotland.org.uk</a>
4. Geographical focus of project idea	Scotland wide

#### 5. Outline of Project Idea – (500 word limit)

This project will bring together community led projects across Scotland, on a transport theme, that aim to reduce carbon emissions both during the project and in a sustainable way in the long term. Participating projects will work with their local communities to:

- a) build awareness and engagement in active travel through the use of bikes, including e-bikes where appropriate, through information provision, promotional events, provision of bike facilities including charge points for e-bikes, cycle training and information on cycle routes
- b) build awareness and ability to use low carbon emissions vehicles (LCEV), through providing information on vehicle options, setting up car clubs with electric vehicles and charge points available for the community, running training events and opportunities to trial driving an LCEV.
- c) Complement and strengthen existing local transport services, especially those that serve a broad community base.

The project will focus mainly on supporting island and remote areas of Scotland that have low levels of public transport, high fuel costs and significant distances to travel and so find it hard to reduce their transport carbon footprint.

The project will increase each participating community group's capacity to deliver change in their local community by:

- Providing a centralised source of information and expertise which can then be used in local information hubs on the following topics: setting up bike and car clubs, including template processes and policies that can be tailored to local needs; options for low carbon emissions bikes and vehicles; ideas for community engagement on active travel and LCEVs; future proofing purchases of LCEV equipment that could enable LCEVs to be part of the smarter electricity grid and take advantage of potential future income streams through Demand Side Response services to the grid further building income to the community.

- Joint procurement of electric vehicles and charge point equipment for both cars and bikes, to save each project's time and resources for doing this
- Bringing together Development Officers in each community project to provide four planning, information, training and experience sharing sessions (two virtual and two face to face) to train them on: the LCE bikes and vehicles operation; sources of maintenance information and services; developing training events on their use for the community. These sessions will also enable Development Officers to share their experience of building community engagement and discussing problems or issues that arise, to support each other.

CES's contribution will not only facilitate local extra capacity during the project through the above work but will also build sustainability in the community at the end of the funded period through:

- Providing a coordination point to set up networking mechanisms that local communities can use to continue their mutual support after the project
- The training on LCEV use will mean that there will be locally available expertise in each community to ensure long term use and troubleshooting
- Financial modelling support will be given to help each community set up a charging process that includes maintenance and repair costs and money to coordinate the club in the long term

6. Fit with CCF Criteria – (500 word limit) How will the project support communities to address climate change? How will the project deliver a realistic and measurable reduction in CO<sub>2</sub>e emissions and leave a legacy for the communities after the funded period?

The CES project will help participating community projects to address climate change by increasing the climate literacy of their community members and by encouraging and facilitating the reduction of fossil-fuel car use through more journeys being done on foot, by bike or by renewable energy-charged electric vehicles. This will result in a reduction in CO<sub>2</sub> emissions.

The communities that this project will support are mainly rural and remote, so community members have significant distances to travel to use even regular basic services such as schools, shops, health centres and leisure activities. With limited public transport options many people use cars to travel and therefore have quite high carbon footprints in relation to their transport. Through this project providing information, equipment and encouragement and by running community events and training sessions, there will be a reduction in car use or a change to LCEV use and shorter journeys will be made more active through walking or cycling, with resultant CO<sub>2</sub> reductions. Some of the local communities involved would have a source of renewable electricity generated by the community or be able to use a renewable energy supply which can be used to charge the LCEV used by the community.

The project will measure this reduction in CO<sub>2</sub> emissions through enabling participating communities to use templates to track the following elements within their projects:

- Through surveys and public events, establishing accurate baselines of both climate literacy and car ownership/usage, local transport usage and, therefore, CO<sub>2</sub> emissions for journeys within the local community at the start of the project, including main types of regular journeys vehicles are used for (distance and purpose)

- Once the LCEV have been bought, community transport or car clubs set up and e-bikes made available, use quarterly surveys to track indicators (carbon literacy, numbers of journeys by vehicle, purposes of journey, length of journeys) to measure increased awareness and commitment to reducing carbon footprint, the reduction in vehicle journeys over the period, reductions in distances travelled by car / increases in active journeys, the types of active journeys, the types of journeys that are typically still done by car, the cuts in CO2 emissions that result
- The numbers of people that have signed up for the car clubs or community transport and what journeys they intend to use them for, level of use of the car club
- The numbers of people that have used the e-bikes and what journeys they have used them for locally
- This data will be used both locally and collectively to analyse what journeys have typically been decarbonised and which ones are still done by car. This will help inform future planning to encourage de-carbonising of people's journeys, both by the community but could also be fed into the local authority / other providers of public transport options for the future to further enable reductions in car use.

7. Previous work with communities – short summary (500 word limit) of any previous experience of, or proposed activity for, providing project support to community organisations

CES has worked with over 1000 communities across Scotland both in rural and urban settings over the last 10 years, successfully supporting them to plan for and deliver renewable energy and energy efficiency/energy saving projects. During this time we have supported the setting up of over 600 installations resulting in 37MW of community owned renewable energy generation that has led to local financial returns of £5m per annum.

In this work, we have experience both of working one-to-one with communities as well as bringing organizations together in consortia some of which have been collective community group consortia, such as the CCF related Community Powerdown project, and others have been partnerships with local authorities, businesses and academic institutions.

We have experience of both doing the following activities directly and of training or facilitating communities to do the following themselves: running community consultations and local planning of energy projects; project management and reporting; renewable energy or energy project related technology procurement, testing and use; financial and business modelling for projects to ensure long term financial viability; setting up project monitoring and evaluation frameworks and tracking systems; ensuring legal and regulatory compliance for energy projects.

Specifically relating to work on decarbonising transport options, we have previously worked with communities to support their installation of electric charging points for cars, do feasibility studies on levels of demand and potential use of LCEVs by community members and doing financial modelling to test viability for communities to provide charging points and set up LCEV clubs.

For this project we will be taking an active facilitating role to support participating community organisations and their Development Officers to drive their own work locally while benefiting from access to useful information and templates, sharing of experience / learning from other communities and tailored local advice and support to each Development Officer.

Both during and after this project we want to grow our support for communities to decarbonise their travel and build low carbon transport options into wider local energy planning approaches, so that de-carbonised transport becomes an integral part of their local energy economy.

CES's continued focus will be on supporting communities to understand how to build low carbon economies locally and to achieve them, to having more influence and control over their energy options – building more energy democracy. Projects like these are an important way of helping to deliver this.

#### 8. Other Support and Resources – (500 word limit)

Both during the project period and on an ongoing basis, CES could also provide updated information on decarbonising travel in their community. This would be through:

- offering sign up to our regular monthly members' information bulletin;
- invitations to community conferences annually where they can meet other communities and potential specialist partners (businesses, academics, local and national government contacts, etc)
- examples of [innovative projects](#) that we are partnering on that include ideas for using hydrogen for transport or doing local energy economies work more widely
- support with looking for funds to carry out feasibility studies and other initiatives, on decarbonising travel.