

# Moniaive Initiative Glencairn

## N76 Energy in Motion Sustainable Transport Project



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## COMMUNITY ENERGY SCOTLAND

Community Energy Scotland (CES) is a Registered Scottish Charity and company limited by guarantee established in 2007. We are Scotland's only national charity dedicated to supporting communities across Scotland to develop their own decarbonisation & renewable energy projects. We aim to advance community development and help strengthen environmental protection within the Scotland. By providing advice and/or financial support we assist in preventing and/or relieving poverty within Scotland. Our vision is of communities actively shaping a low-carbon society that values wellbeing for all. We work with communities and our partners to support, promote and represent the community energy sector. We do this by providing technical assistance, knowledge sharing & championing the role of community-led action in the transition to a low-carbon future.

CES has been at the heart of community renewable energy development for over a decade and with our substantial experience we are best positioned to offer advice and support to Scotland's communities. As Scotland's first, and only, national charity dedicated to supporting community renewable energy development, we have firmly established ourselves as impartial, independent specialists.

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## KEY STAKEHOLDERS

### Moniaive Initiative

Moniaive Initiative (SCIO) was formed in 2013 to deliver legacy projects for Moniaive and the surrounding parish of Glencairn. They have consulted widely to identify specific challenges and to investigate and develop actions to address those challenges. Following the first period of community engagement, MI issued the Glencairn & Moniaive Action Plan 2016-21, which resulted in the following projects:

- a) Community Climate Action Workshops
- b) Macara Park Play Equipment Improvements
- c) Lower Speed Communities & Community Street Audit
- d) Building purchase and renovation to create Community Shop & Hub (The Hive)
- e) Building purchase and renovation to create an Affordable / Accessible Housing Unit

This was followed by further community engagement in 2020/21 to create the Glencairn & Moniaive Action Plan 2022-27, which outlines priorities for the next five years:

- Economic Regeneration
- Sustainable Transport
- Flooding & Resilience
- Heritage & Culture
- Community Land Access
- Renewable Energy
- Housing
- MI acts as an anchor organisation to co-ordinate existing activity and to encourage, support and develop new activity to enable Glencairn to meet the many and varied challenges ahead.

### Local Community

Glencairn is a 'rurally remote' parish with a population of nearly a thousand residents spread across three glens and three small settlements. Located approximately 30kms north-west of Dumfries, the parish sits within the local administrative district of Nithsdale. At the heart of Glencairn is Moniaive (meaning 'Hill of Streams' from the Gaelic 'monadh-abh'), a Royal Burgh and Conservation Area which sits at the meeting point of the three glens. Further smaller settlements can be found at Kirkland and Wallaceton.

The community has a lower-than-average level of full-time workers, higher than average levels of part-time and self-employed workers, and a disproportionate out-migration of young people (16-20yrs) and in-migration of older people (over 50's). Residents have a 30+ minute drive to supermarkets, healthcare, sports and leisure facilities and the public transport service is limited. No

taxi operators cover the parish. Overall population of the region is expected to decrease by 4.5% by 2039, but the population aged 65-84 is forecast to increase by 25% by 2037 (National Records Scotland).

Just over half of the Glencairn population lives in Moniaive, where residents have access to a mini-market shop/post office, petrol station/garage, community charity shop, bowling green, restaurant, café, two public houses, a surgery, village hall, Playcare, and primary school within the village. The size of the parish is such, though, that many other Glencairn residents must travel several miles to access these facilities. All age groups are well-represented and there is a particular desire for improvements to local transport that improve the everyday journeys of older residents and of parents and children. School age children, in particular, suffer social isolation due to distance from amenities and limited transport options. Plans for economic regeneration are centered around supporting diverse local businesses and community hubs, such as the Hive, all with sustainability in mind. Moniaive is also home to several local artists and has a uniquely creative sense of place as a result. This character is heightened by local music festivals, as well as the inspirational setting of Glencairn on the edge of Galloway Forest Park.

Previous consultations have considered transport challenges in the local community, with “poor transport links” found to be “the worst thing about living in Glencairn” during consultations for the Glencairn & Moniaive Action Plan (GMAP) 2022-27. Some 52% of the 147 respondents to that survey said that “development of Glencairn’s transport network” is ‘very important’ with a further 37% calling it ‘important’.

In recent years, flooding has also become a major concern among community members after extensive floods damaged properties across Glencairn in 2015, 2016 and 2022. These events have not only damaged property and affected businesses, but they have also heavily impacted on the local transport network, with local roads damaged or closed by flooding.

### **Glencairn Land and Woods Trust (GL&WT)**

Working closely with Moniaive Initiative, GL&WT aims to create community woodland, regenerating the local environment and enabling access for local community members. These aims are guided by concerns around biodiversity, sustainability, flood prevention and health and wellbeing. As part of this work, GL&WT is also interested in increasing footpath provision, both for recreational and for active travel purposes.

### **Community Transport Providers**

Cairn Valley Community Transport (CVCT) provides minibus transport for residents of Glencairn, in the form of group hire, day trips and scheduled services. CVCT is in contact with Moniaive Initiative and is interested in identifying ways to work in partnership to tackle recent challenges for the organisation, such as recruiting and training volunteers improving publicity and increasing uptake of

services. CVCT also has established links with Thornhill & District Community Transport, who have expressed an interest in supporting the work of CVCT.

## CURRENT TRANSPORT SITUATION

### A Note on Survey Demographics

The Sustainable Transport Survey was completed by 18 respondents. Whilst this may seem a disappointingly low response, it is perhaps not surprising in a community where car ownership is deemed essential, and perception of 'sustainable' transport solutions is limited to bus services.

Of those 18 respondents, 61.1 % are female. Perhaps more significant in these results are age and employment: There were no respondents below the age of 35, while 44.4 % were 65 or older. Furthermore, 50 % of respondents are retired, meaning that the retired elderly population makes up a large proportion of survey responses. This aligns very closely with the demographic who are most reliant on public transport.

### Active Travel







Map of Glencairn, adapted from D&G Council website<sup>1</sup>.

A rural area with several local landmarks, Glencairn is a scenic base for activities like walking and cycling. The “Striding Arches” were created on the edge of the parish by landscape artist Andy Goldsworthy and are designed to be accessible only by foot or cycle. However, narrow roads and high levels of industry traffic from farming and forestry mean that there is concern among residents about using active travel to get around, especially given the limited off-road options. Many homes and public buildings in Moniaive, including the surgery, open straight onto the road or onto very narrow pavements. Most of these are less than the statutory 1 m width used to define a ‘footway’ and are difficult to negotiate with pushchairs or wheelchairs. About 20 years ago pressure from residents resulted in the construction of a new river bridge and footpath to connect Dunreggan with Chapel Street, thus giving children a safer, off-road route to school.”

<sup>1</sup><https://dumgal.maps.arcgis.com/apps/webappviewer/index.html?id=e16bf24a1491423e86e6bdd1f90d06ed>





The 2016 Glencairn & Moniaive Action Plan identified pedestrian accessibility as a priority for the community, with 64 % of respondents calling improvements to pavement and pedestrian areas in Moniaive “high priority”. The Lower Speed Communities project, supported by the walking charity Living Streets, aimed to make Moniaive more pedestrian-friendly. This eventually led to the designation of a 20-mph zone as well as encouraging visitors to use the car park rather than parking on the narrow streets. The project saw success, but challenges remain as informal conversations have highlighted the ongoing high levels of traffic through the village, as well as jams caused by difficulty manoeuvring large vehicles through the narrow streets. This has remained a major concern in informal discussions over the course of the N76 consultation.

Nonetheless, the 2020/21 Consultation found that 73% of respondents walked on the village roads, pavements, and footpaths every day. A further 31% used local core paths daily, with 22% accessing the wider countryside daily under the Scottish Outdoor Access Code (SOAC). The consultation highlighted a range of challenges to active travel across Glencairn, including blocked paths (both formal and informal), lack of paths suitable for wheelchairs, buggies and mobility scooters, and a lack of paths suitable for dog walking.

As part of the GMAP 2022-2027, Moniaive Initiative would like to increase land access opportunities for recreation, through their work with GL&WT. GL&WT works with local experts to run guided walks in Glencairn, with themes ranging from riparian habitats to “lost rainforests” in the local area. Some

51% of respondents to Moniaive Initiative's 2020/21 consultation said that they would like to see projects based on practical and outdoors skills, so GL&WT has recently introduced skills workshops. It is hoped that such skills will be used by the local community to facilitate the creation and support of new active travel routes.

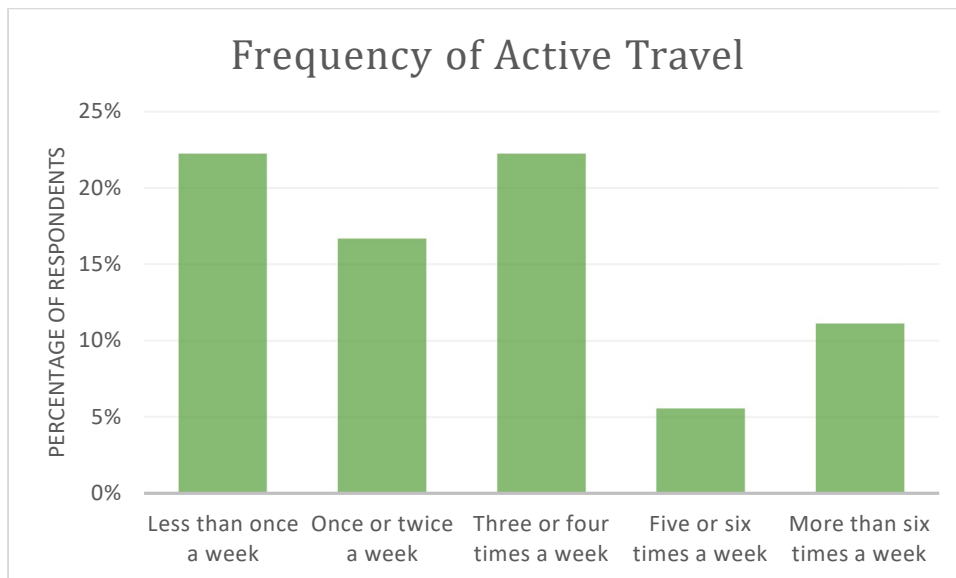


Figure 1

The frequency of active travel as a means of getting around varies among respondents to the N76 survey, although more than a fifth of respondents reported using active travel less than once a week (Figure 1).

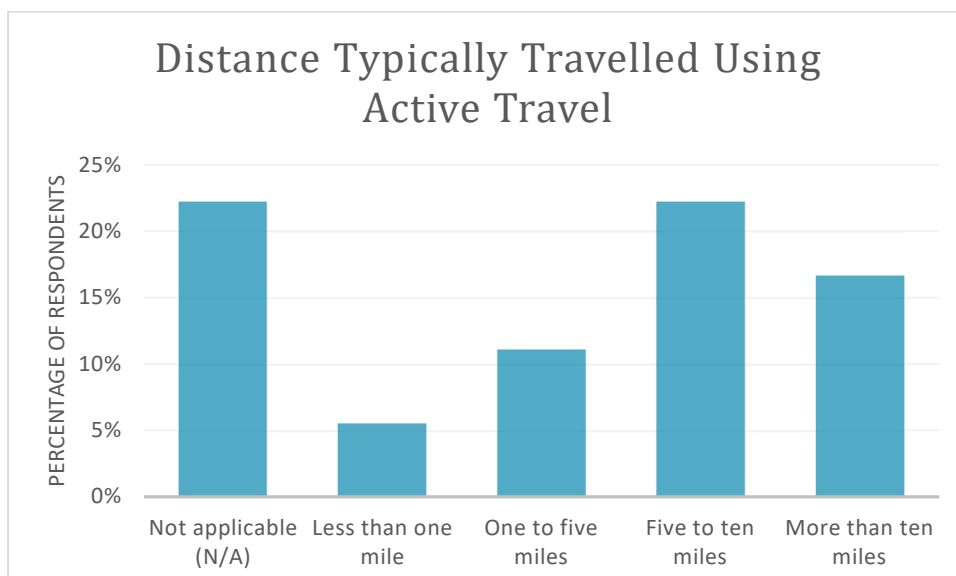


Figure 2

Responses for distance travelled using active travel also varied, but "local" (= or < 5 miles) journeys using active travel are much less common than further distances: 22.2 % of respondents noted they usually travel between five and ten miles (Figure 2). The same percentage responded, "not

applicable”, suggesting they do not tend to use active travel for their journeys. Since such a high proportion of respondents travels longer distances, it is possible that recreational active travel is popular among respondents.



Indeed, 61.1 % of respondents reported using active travel for leisure (either recreational walking, wheeling, or cycling; or using these modes of transport to access leisure activities). A particularly important aspect of improving active travel in Moniaive itself is enabling children to get to school easily and safely. 16.7 % of respondents use active travel to access parental or care responsibilities, such as walking their children to school. No respondents use active travel to access work or education, which is likely a partial reflection of the responses largely coming from the over-65, retired population. Nevertheless, 44.4 % of respondents still use a car to access work or education.



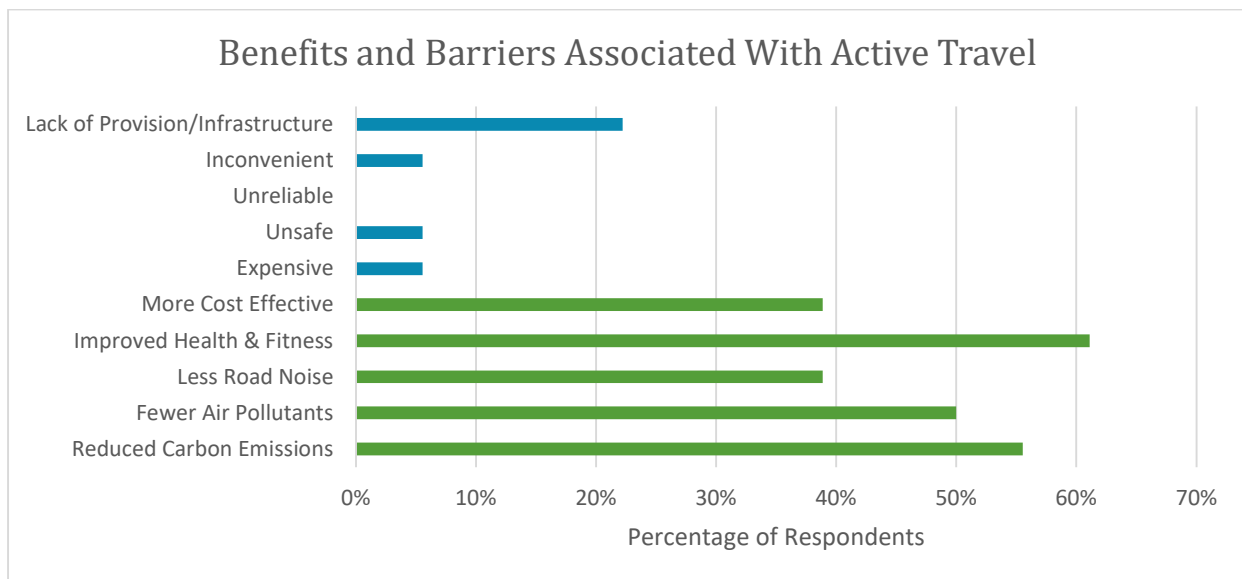


Figure 3

Perceptions of active travel were largely positive, with high percentages for each listed benefit (Figure 3). However, 22.2 % of respondents noted a lack of provision or infrastructure, highlighting the lack of suitable off-road active travel routes. Surprisingly, only one respondent associated active travel with being unsafe, although this has been noted in other consultations and informal discussions. The lower safety concerns suggest that the change to 20 mph speed limits in Moniaive may have had a positive impact on perceptions of road safety within the village.

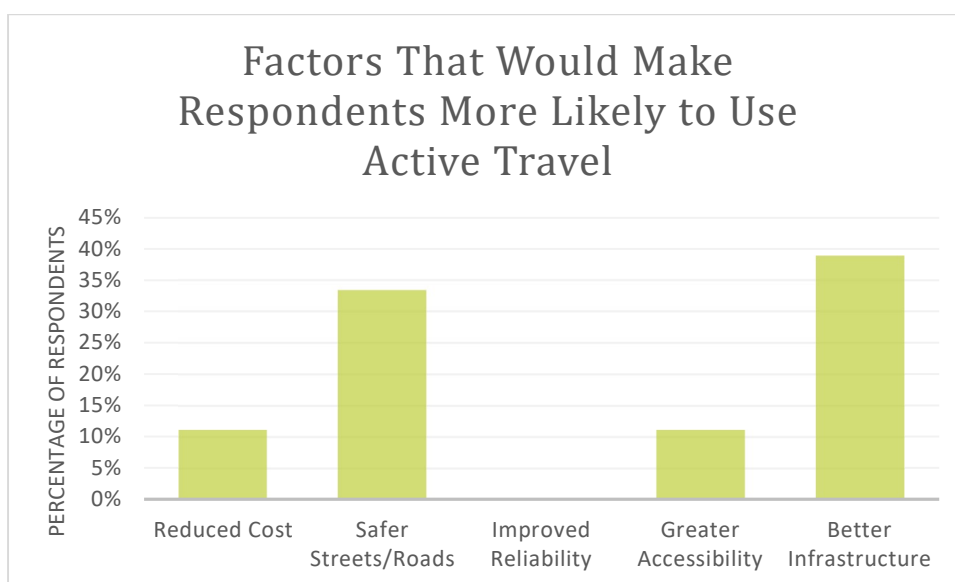


Figure 4

Nevertheless, a third of respondents said that safer streets and roads would still make them more likely to use active travel to get around (Figure 4). More popular was better infrastructure (38.9 %), indicating that respondents would like to see a great number or quality of footpaths and dedicated active travel routes.

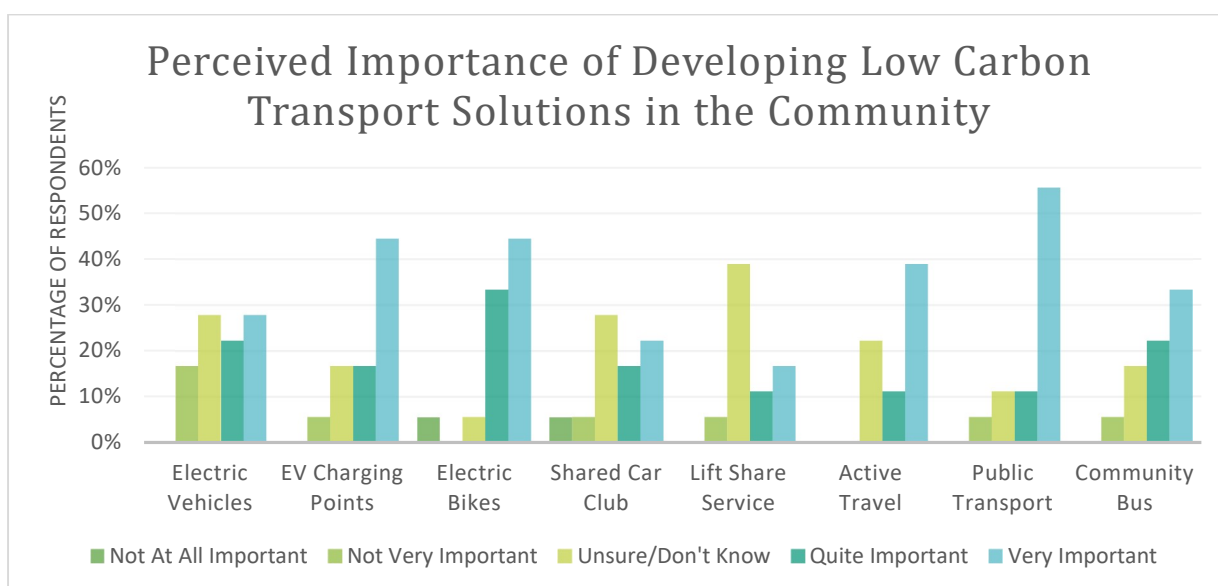


Figure 5

38.9 % of respondents viewed developing active travel in the community as very important (Figure 5). However, active travel was not as popular as public transport or EV charging points.

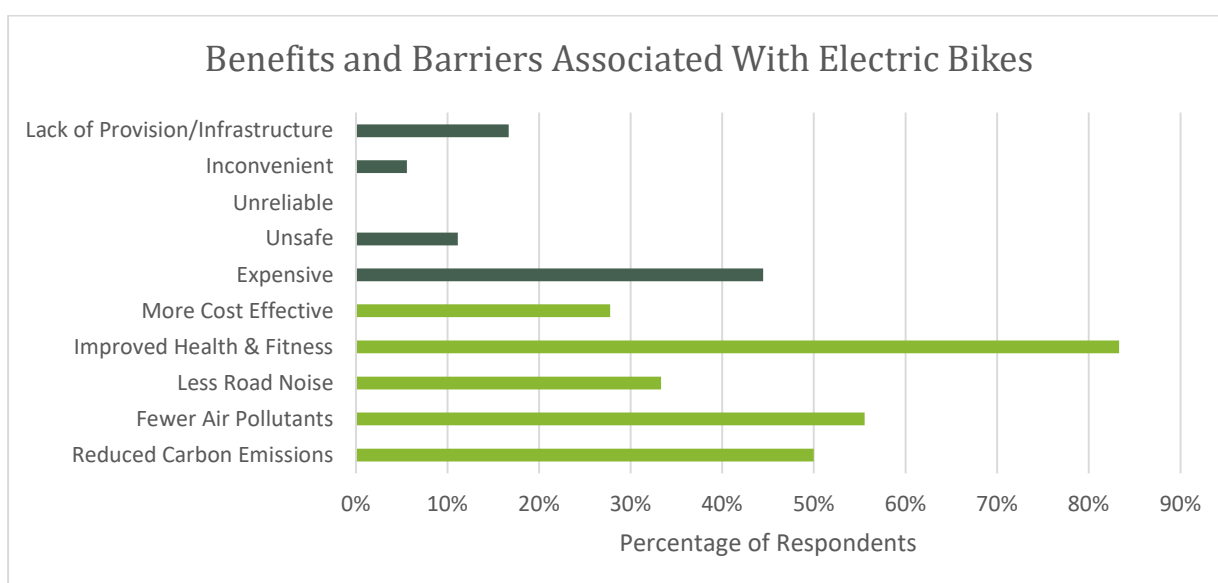


Figure 6

Given interest in e-bikes among the N76 development trusts and an existing project in nearby Penpont, specific options for e-bikes were included in some questions. Respondents had generally positive views of e-bikes, with 83.3 % viewing them as improving health and fitness (Figure 6). Environmental benefits were also highlighted. However, 44.4 % of respondents saw cost as a barrier to using e-bikes.

Despite the barrier of cost, e-bikes were highlighted as a priority solution by respondents, with 44.4 % viewing them as very important and 33.3 % viewing them as quite important (Figure 5). This

suggests that there may be interest in hire schemes similar to that of a neighbouring development trust and N76 project partner, Keir, Penpont and Tynron Development Trust (KPTDT).

## Public Transport Links



Like many rural areas, Glencairn is relatively disconnected from bus routes and is not connected to the rail network. Moniaive was identified as one of southwest Scotland's least connected areas by public transport<sup>2</sup>. Three bus routes run through Glencairn, with the 202 and 212 running daily to Dumfries and Thornhill. Minibuses are generally used to run the existing bus services in Glencairn. Some of the local bus services do not consistently provide accessible vehicles, which has left some passengers stranded since they are unable to board the return bus. Informal conversations have also revealed that the bus stop at Whitesands in Dumfries is difficult for getting into town, which is challenging for those with mobility issues. However, the Cairn Valley Community Transport (CVCT) fortnightly service from Moniaive to Castle Douglas is accessible.

Further afield, the 101/102 bus from Dumfries to Edinburgh connects to services to Moniaive. This service was due to be retired in autumn 2022, but regionwide campaigning led to its temporary continuation and Houston's Coaches of Lockerbie have since taken over the route. This service is

<sup>2</sup><https://www.transport.gov.scot/media/45046/initial-appraisal-case-for-change-south-west-scotland-transport-study.pdf>



outside of Moniaive but is an important public transport link to wider Scotland for residents of Dumfries and Galloway.

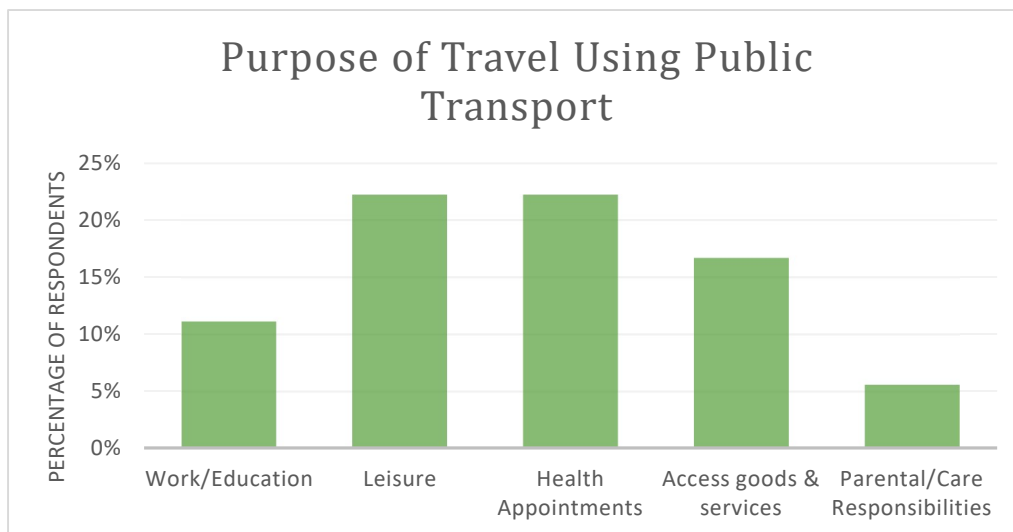


Figure 7

Survey results reflect the limited public transport links that come with a rural area. Half of respondents use public transport less than once a week, while no respondents use it five or more times, indicating people do not use the local buses to commute. Only one respondent uses public transport to travel ten or fewer miles in a typical journey, suggesting that public transport is not frequently used for local journeys within the parish. However, *Figure 7* shows that respondents travel by bus for a range of purposes, suggesting a real reliance on the bus network to access these activities and services among people who do not drive.

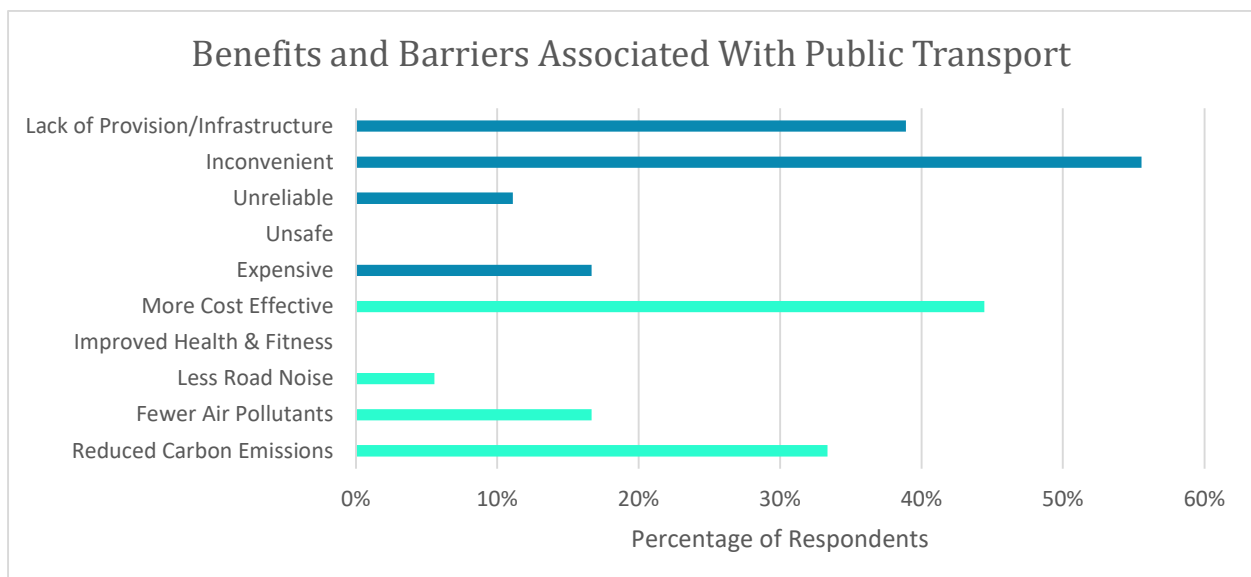


Figure 8

A combination of benefits and barriers were associated with public transport (*Figure 8*). The strongest association was that it is inconvenient, as noted by 55.6 % of respondents. Lack of

provision or infrastructure was also highlighted, although respondents recognised environmental and financial benefits.

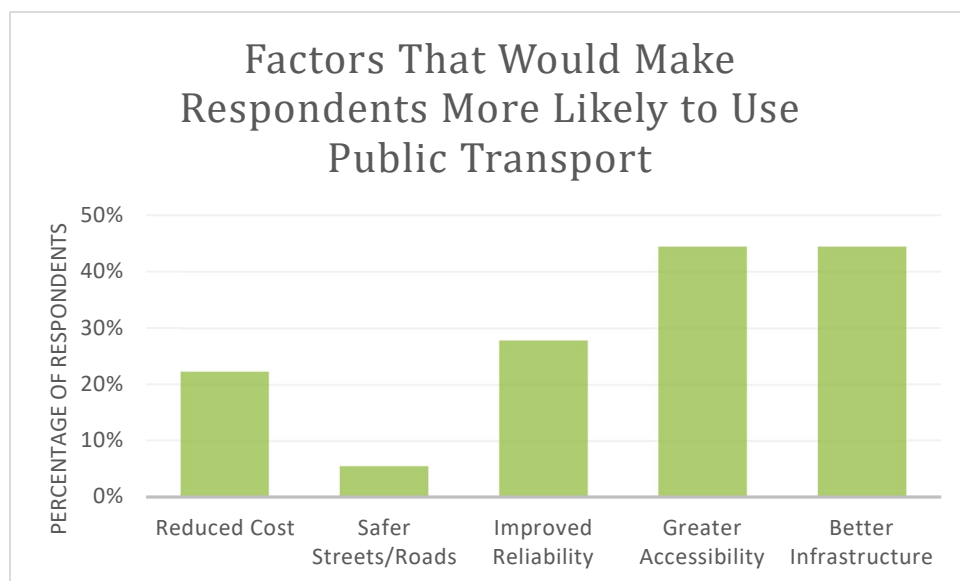


Figure 9

Figure 9 indicates that a high proportion of respondents would be more likely to use public transport if various factors were improved. Most popular were greater accessibility (44.4 %) and better infrastructure (also 44.4 %), suggesting that if aspects like road condition, service provision and accessibility concerns were addressed, buses would be used more often.

Only one respondent viewed developing public transport in the community as unimportant; 55.6 % viewed it as very important. Moreover, based on the response of “very important”, public transport is the most popular mode of transport that respondents wish to see developed in Glencairn (Figure 5, Active Travel section).

## Community Transport

CVCT, like many community transport providers, has an important difference to many small public bus services: The CVCT bus is an accessible vehicle, catering for passengers with limited mobility and disabilities. Operating day trips and scheduled services, CVCT is an important accessible option for those unable to drive or who otherwise need support getting to other locations. It is also used regularly by local groups and organisations (such as the Evergreens, Playcare and the Choir) to provide local transport to meetings and events. However, informal discussions with the provider have indicated that there is a need for volunteer driver recruitment and that capacity issues limit the potential to develop new services like hospital trips.

No respondents use a community bus, shared car club or lift share service more than once a week, indicating community transport is not used for everyday journeys. However, the CVCT bus runs a fortnightly scheduled service as well as other less frequent day trips, which would not be reflected in those results. Some respondents do use the community bus: two respondents typically use it to

travel locally (up to five miles) while three respondents use it to travel more than ten miles. The latter may use the CVCT service to travel to Castle Douglas on the scheduled service, or to go on the day trips which are usually more than 10 miles away.

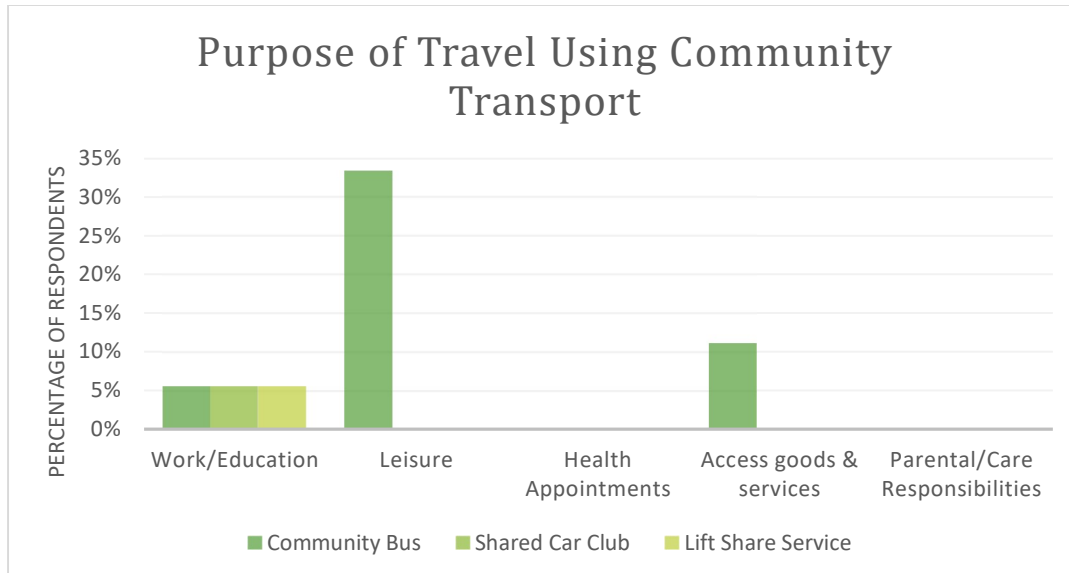


Figure 10

No respondents use community transport services to access health appointments or for parental or care responsibilities (*Figure 10*). Given the accessibility-friendliness of the bus, this is surprising, but perhaps reflects the benefit of the regular public bus service for delivering passengers to appointments. A third of respondents said that they use the community bus to travel for leisure, indicating the popularity of CVCT trips among residents.

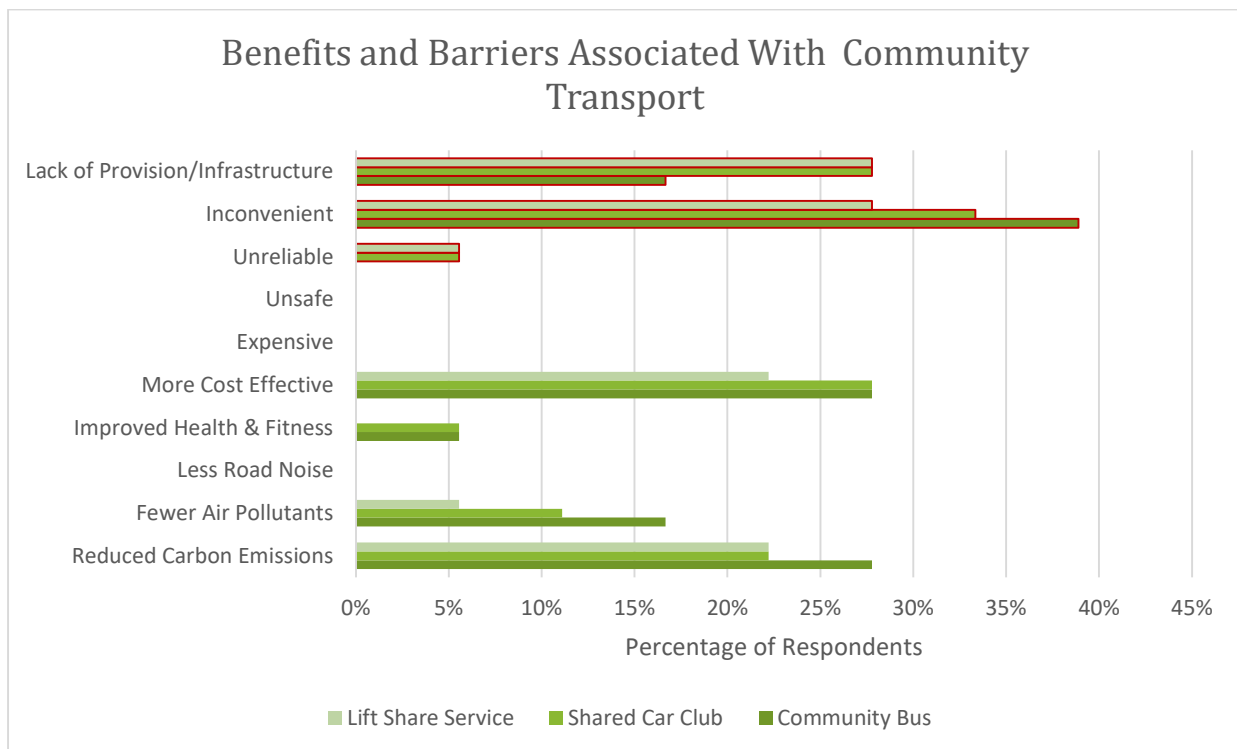


Figure 11

As with public transport, a combination of benefits and barriers were associated with community transport (Figure 11). In particular, 38.9 % of respondents viewed community buses as inconvenient, although over a quarter noted that they are cost effective and reduce carbon emissions. Lack of provision or infrastructure were noted for lift share and car club services.

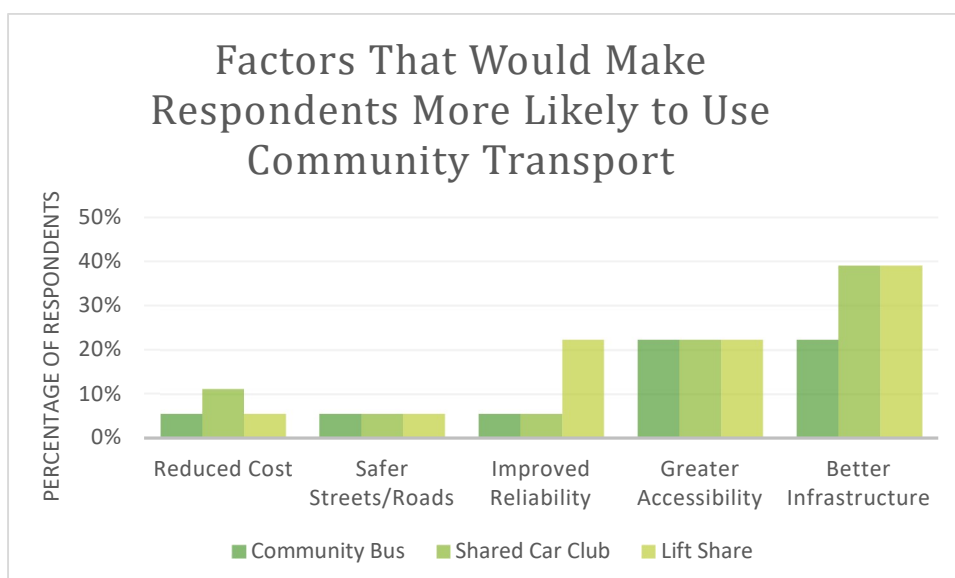


Figure 12

Respondents would be more likely to use each form of community transport if infrastructure and accessibility were improved (Figure 12). In the case of car club and lift share services, this indicates

that these services could be welcomed by the community, while increased community bus provision may also increase use.

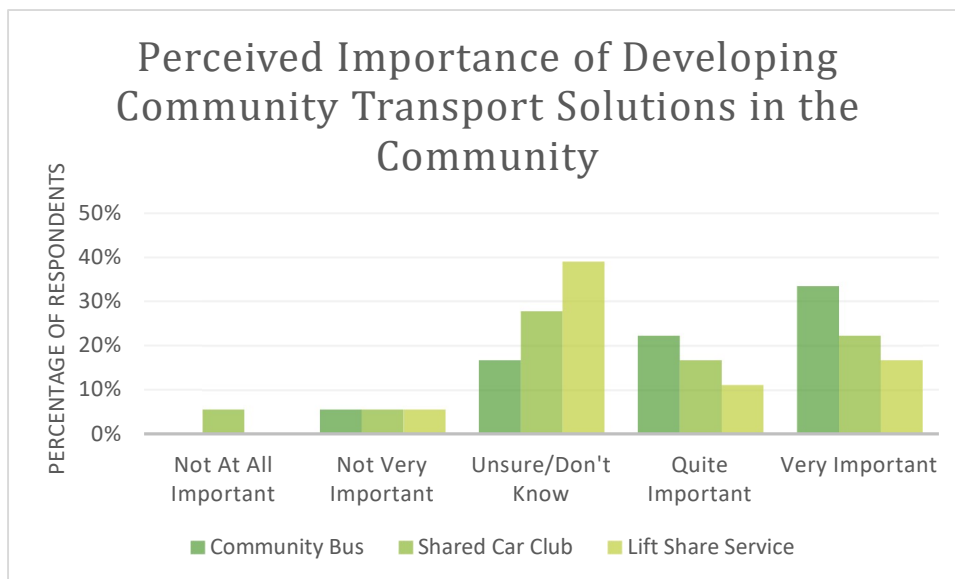


Figure 13

While few respondents viewed community transport as unimportant, there was some uncertainty about developing these solutions (Figure 13). Nevertheless, 56.6 % of respondents viewed developing the community bus as quite important or very important. Combined with Graph 12, this may suggest that while some respondents may be unlikely to start using the community bus, residents recognise its value and would like to see an increase in services for those who do use it.

## Car Dependency

Informal conversations and observations over the course of the consultation and since its completion have highlighted that poor road conditions are a challenge for drivers, especially due to potholes on roads in and around Glencairn. This challenge is likely to affect other modes of transport listed in earlier sections.

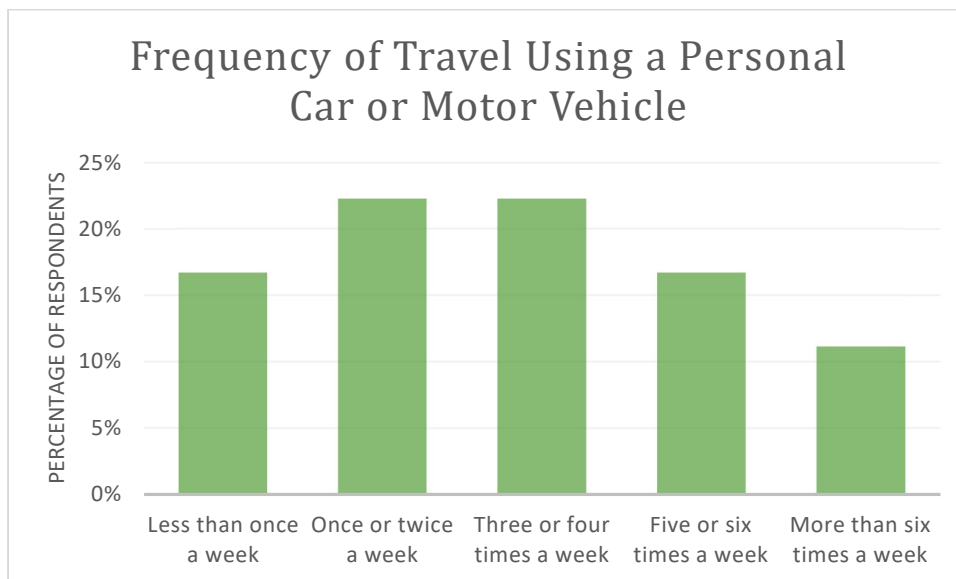


Figure 14

There is a strong reliance on cars in the Glencairn area, as in many rural parts of Scotland<sup>3</sup>. This was reinforced by the survey, which saw a high level of car use among respondents. However, the frequency of travel by car or other motor vehicle varies among respondents (Figure 14).

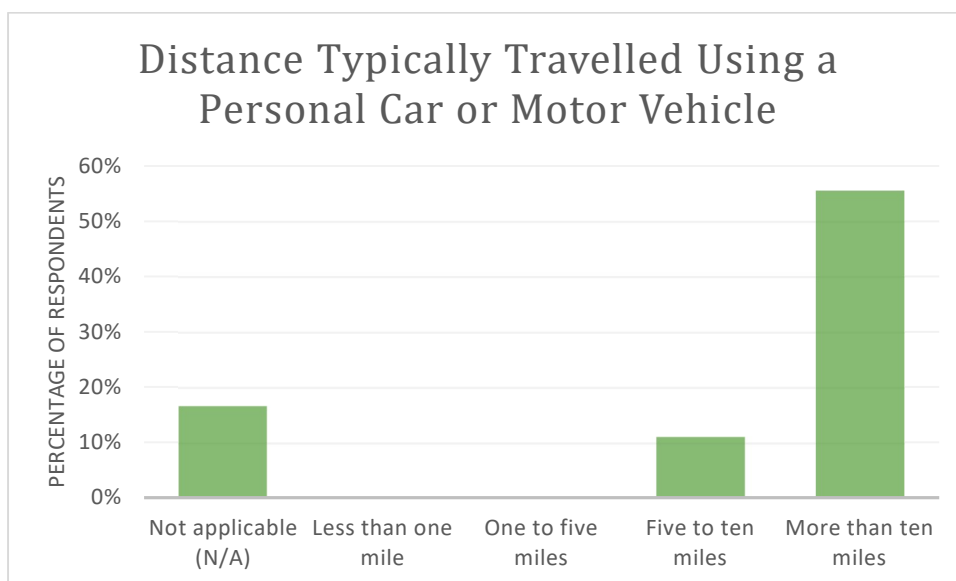


Figure 15

55.6 % of respondents typically travel more than 10 miles, with only 11.1 % of respondents saying that they typically travel less than this by car (Figure 15). This suggests that respondents mostly rely on car travel to reach destinations outside of Glencairn. 16.7 % of respondents answered “N/A”, suggesting that they do not own or typically travel using a personal car or motor vehicle.

<sup>3</sup>[https://www.researchgate.net/publication/222001126\\_Car\\_dependence\\_in\\_rural\\_Scotland\\_Transport\\_policy\\_devolution\\_and\\_the\\_impact\\_of\\_the\\_fuel\\_duty\\_escalator/](https://www.researchgate.net/publication/222001126_Car_dependence_in_rural_Scotland_Transport_policy_devolution_and_the_impact_of_the_fuel_duty_escalator/)



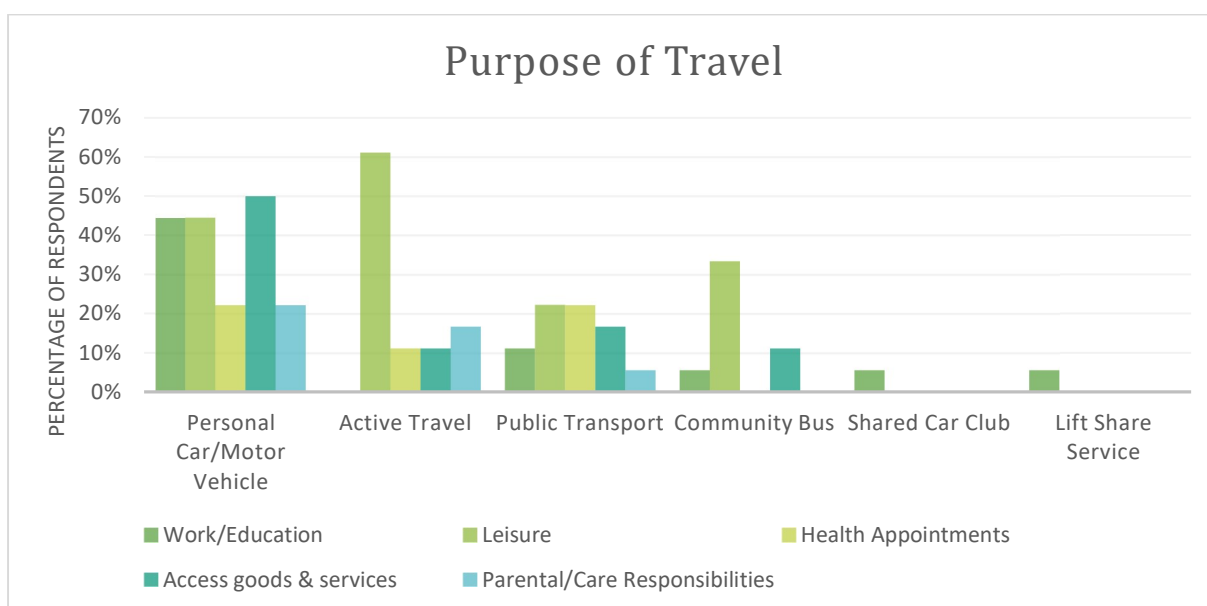


Figure 16

Cars are used by respondents for all listed purposes, suggesting car dependency among much of the population (Figure 16). However, the same is true for active travel and public transport, suggesting that some respondents are either choosing to use other modes of transport, or they are unable to drive. In particular, an equal proportion of respondents use public transport as use personal cars or other motor vehicles to access health appointments. These results emphasise the importance of other transport options among respondents, half of whom are retired.

Car dependency for parental or care responsibilities is evident, although active travel is also used. Moniaive Initiative's Lower Speed Communities project highlights the local concerns over road traffic through the village and its impact on safety for school children, which discourages active travel to school.

There is also a high level of car dependency for accessing work or education: 44.4 % of respondents use this mode of transport for this purpose, while no other transport option is significantly used. Nevertheless, the results suggest that other modes of transport could be a viable option for a range of purposes for some community members.

### Electric Vehicles (EVs)

There is a public EV charging point in the car park in Moniaive, centrally located for accessing shops and services. The charging point was installed by Glencairn Community Council with support from Moniaive Initiative in 2020<sup>4</sup>. Its location in the car park is suitable for residents, who are already encouraged to park in the car park to reduce the number of cars on Moniaive's narrow streets.

<sup>4</sup><https://moniaiveinitiative.org.uk/2020/12/10/first-public-electric-car-charging-point-in-moniaive-is-operational/>

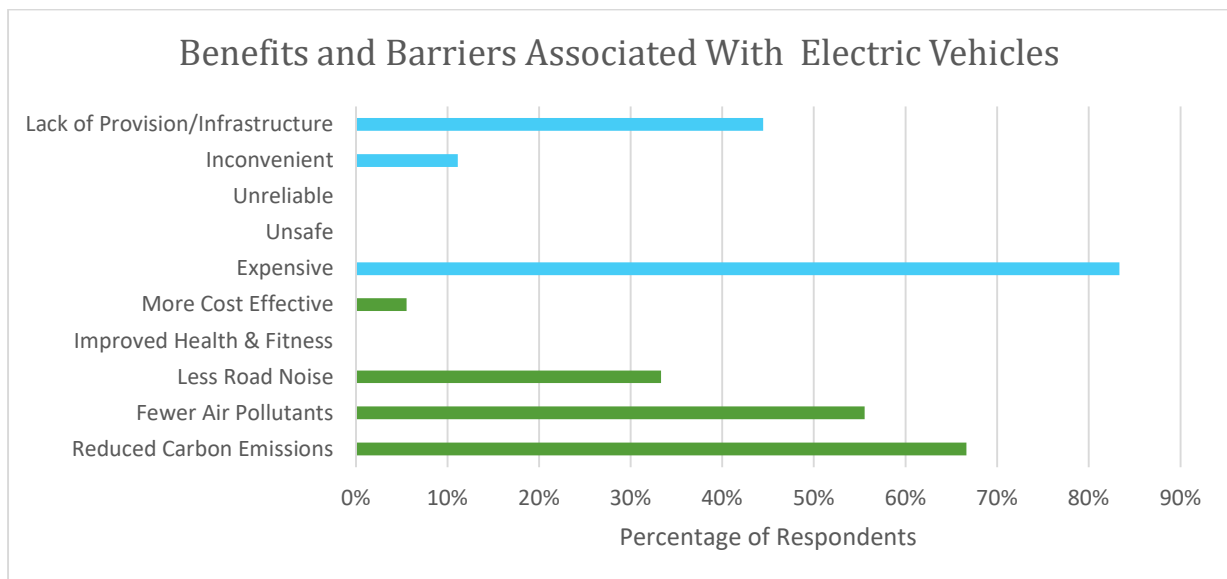


Figure 17

Respondents were also asked their opinions on EVs. A number of benefits were well recognised, especially regarding environmental impact (Figure 17). However, 44.4 % of respondents said that lack of provision or infrastructure was a barrier, while 83.3 % viewed cost as a barrier. This indicates that cost is a significant challenge for those who rely on a car but may want to convert to EV. Options for use of EVs in Moniaive are severely limited, as many houses have no driveways, with house doors opening directly onto narrow streets. This presents significant challenges to charging of vehicles.

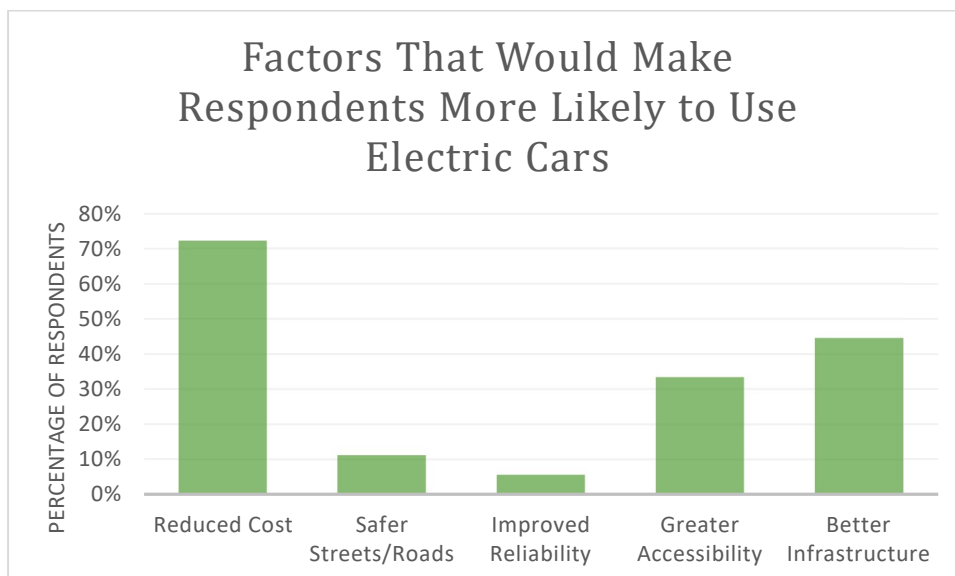


Figure 18

Cost was the overwhelming factor that would make respondents more likely to use electric cars (72.2 %); better infrastructure and greater accessibility were also highlighted (Figure 18).

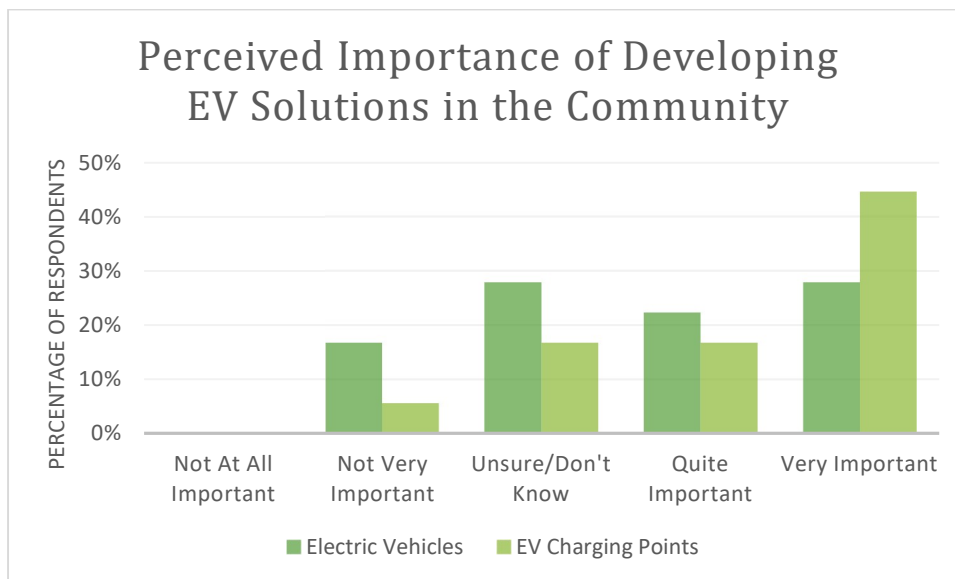


Figure 19

Perceptions about the importance of developing EVs in the community were mixed (*Figure 19*). However, the more specific option of developing EV charging points was welcomed, with 44.4 % of respondents viewing this as very important. This makes EV charging points among the most important sustainable transport option among respondents (*Figure 5, Active Travel section*).

## PROPOSED SOLUTIONS

### Promoting Active Travel

#### *Road Safety Awareness and Behavioural Change*

Making active travel by road easier and safer is more complex than simply encouraging active travel as a replacement for personal car use. A large part of the vehicular traffic is from people driving from further afield, or through Glencairn to reach other destinations. Moniaive is on a Strategic Timber Transport Route, and other industry traffic (agriculture and windfarm servicing) forms an integral part of the local economy.



The changes put in place as part of the Lower Speed Communities project have seen success, but many respondents still view safety improvements as a priority if they are to walk, wheel or cycle. Awareness and behavioural change are important. Reducing car dependency by enabling other modes of transport should help local people to avoid using cars for local journeys.

Next steps:

- Public engagement around safe driving and road safety for pedestrians through a linked educational organisation. Wider awareness should be raised using informative materials for tourists and other visitors.
- The N76 project officer will work with Moniaive Initiative to create and distribute these materials locally and in neighbouring communities.
- Encourage safe driving and parking practices around the school, since this was an issue previously highlighted in the Living Streets project.
- Investigate options for infrastructure changes, including options to park outside of the village and walk in, particularly during larger events.

***Improving Active Travel Links***

Improving active travel links is a priority for Moniaive Initiative, as highlighted in the GMAP 2022-2027. Continued efforts will be made to make on-road walking and cycling safer and more convenient, with Moniaive Initiative working in partnership with the Glencairn Community Council on a Speed Awareness project. Further work is expected to identify ways to increase recreational walking opportunities in and around the town.





### Next Steps:

- Public engagement. In December 2022, Moniaive Initiative took part in an N76 workshop event in Penpont, where Ramblers presented on their Scottish Paths Map<sup>5</sup> and local residents mapped out existing and potential routes in the N76 project area. Interest has since been raised in re-running similar workshops with a more local focus. With support from Ramblers and the N76 project officer, Moniaive Initiative could use a local path mapping exercise to consider the previously discussed routes and identify any additional options.
- Funding opportunities should be identified for improvements to existing local routes, including creating a complete accessible path around Macara Park and improving accessibility on the recreational circuit to Cairn Pool on the edge of Moniaive. This would reduce the barrier of a lack of infrastructure that was highlighted by a fifth of respondents, while being inclusive and accessible.
- An ideal active travel link would be a new cycle path connecting Moniaive with Penpont and Thornhill. This link would also enable cycling to the local shop and service hub of Thornhill, given that a path is currently under construction between Penpont and Thornhill. However, such a route would require work with numerous landowners and so should be considered as a long-term, rather than immediate, option. This would also involve improvements to existing core walking paths where possible, to provide an accessible route for all forms of active travel between the communities.
- There is an existing, mostly off-road route through forest tracks that could take cyclists and long-distance walkers between Moniaive and Sanquhar, further up the A76. This route would allow access to the Southern Upland Way, which currently skirts the Glencairn parish boundary. This is on a long section of the SUW which often requires an overnight camp when walking from Dalry to Sanquhar (41 km, 12 hours). Development of this route would be a key opportunity for the two communities to collaborate and work toward their shared active travel goals, especially given existing links between Moniaive Initiative and Sanquhar Enterprise Company as N76 project partners. Identifying whether this is viable would require testing of the route, so first steps would involve communication with local cyclists and walkers who are familiar with the area.

### ***Encouraging Active Travel to Benefit from Local Heritage and Environment***

Community-led tourism, aimed at both day visitors and longer stay visitors, encourages low impact access to our wider landscape. Small public events encourage the community and visitors to engage with local heritage, culture and natural surroundings in line with the GMAP (2022-2027). GL&WT already leads walks to sites of local interest and will be a key collaborator to bring local expert knowledge to events. Active travel should also be encouraged as part of ongoing local festivals and other events, reducing the challenge of traffic during busy periods. The expansion of the monthly repair café to include expert advice drop-ins could add to the success of the current cycle repair

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<sup>5</sup><https://www.ramblers.org.uk/get-involved/out-there/out-there-getting-paths-on-maps/mapping-scotland-paths.aspx>



offering. Similar events have been run successfully in other N76 communities, with support from Cycling UK and local experts.

#### Next Steps:

- Liaise with GL&WT and local heritage groups to identify opportunities for walking events.
- The N76 project officer will work with Moniaive Initiative and Events organisers to create and distribute active travel materials online, with the aim of increasing awareness before visitors arrive in the village.
- Investigate options for development of an e-bike hire scheme similar to that of KPTDT, including potential for partnership between the two trusts. E-bikes are a popular solution among survey respondents, suggesting that they would be well-used in the community. Hire schemes reduce the barrier of cost, which was highlighted as a concern by respondents. E-bikes can be a practical alternative to driving since they are easy to ride, faster than a normal bicycle and straightforward to charge<sup>6</sup>. However, the success of an e-bike project would depend on a more extensive active travel network, as discussed above.

## Promoting Low Carbon Travel

### ***Supporting Public and Community Transport***

Given that a third of respondents view developing the community bus as ‘very important’, support for continued and expanded operation of the CVCT bus should be prioritised. This is especially important for community members with mobility issues. Almost half of respondents said that they would be more likely to use public transport if there was improved accessibility, but the considerable uncertainty around public transport offerings in the N76 area mean that community transport may remain the only accessible option. Swestrans expects public transport routes in rural areas to decline as part of efforts to improve key routes in accessible areas, which could negatively impact more remote locations like Glencairn<sup>7</sup>. Moreover, Swestrans predicts that “demand responsive transport” services, run by community transport providers, may be required where public transport services are reduced.

#### Next Steps:

- Use online and local methods to publicise and support public transport campaign efforts where further service reductions are proposed. Public transport is highlighted by survey

<sup>6</sup>[https://energysavingtrust.org.uk/advice/electric-bikes/?gclid=Cj0KCQjw27mhBhC9ARIsAIFsETGceCjbTONLw8g9Or0JSPSjDDTPvGYzkJKkTrSiTeKOGbsD08jMbQgaAi\\_TEALw\\_wcB](https://energysavingtrust.org.uk/advice/electric-bikes/?gclid=Cj0KCQjw27mhBhC9ARIsAIFsETGceCjbTONLw8g9Or0JSPSjDDTPvGYzkJKkTrSiTeKOGbsD08jMbQgaAi_TEALw_wcB)

<sup>7</sup><https://swestransdrafttrts-stantec.hub.arcgis.com/documents/dcbf06d5587847be9e78e2403a5bea4c/explore/>

respondents as very important to develop in the community. Collaboration with the other N76 groups and Community Energy Scotland could raise the public profile of campaigns through the N76 project and help reach the wider N76 project area and beyond.

- The public should be consulted on the specific activities that they would like to be able to access using CVCT services. The N76 project officer and Moniaive Initiative should support CVCT with aspects of their operation, such as completion of funding applications, publicity, and volunteer recruitment and support. CVCT also operate a cargo bike, and assistance could be offered to help expand the use of this service. Further discussion should take place with the other N76 development trusts and other community transport providers, to identify ways to work together.

### ***EV Charging and Enabling EV Use***

The long-term vision for sustainable transport should involve identifying ways to reduce the barriers of cost and infrastructure to EV use, especially for those who rely on cars due to location. A large proportion of respondents view the development of EV charging points in the community as very important. Increasing Glencairn's EV-friendliness could also support tourism goals, especially during peak times when one charging point may be insufficient.

#### **Next Steps:**

- Community conversations and consultation to find out how and where improved EV infrastructure could be used.
- Installation of additional charging points, including fast charging points, in Glencairn.
- Investigate options for a Car Club or Lift Share scheme. Survey respondents strongly indicated that improved infrastructure would make them more likely to use such services, so increased EV charging provision could also enable an EV car club or lift share project in the future. An electric car club or lift share service would be a more cost-effective option than car ownership, which is significant given that survey respondents indicated they would be more likely to use EVs if the barrier of cost was reduced.
- Involve the CVCT in discussion. Support to increase their volunteer and operational capacity could enable them to operate EV vehicles or an EV Car Scheme.

## **VISION AND NEXT STEPS**

The following solutions have been identified for Moniaive and wider Glencairn, based on public consultations and currently evolving local sustainable transport options:

- Road Safety Awareness and Behavioral Change
- Improving Active Travel Links
- Encouraging Active Travel to Benefit from Local Heritage and Environment
- Supporting Public and Community Transport
- EV Charging and Enabling EV Use

Given capacity, resources and available funding, improvements to active travel will be the most immediate solution, with next steps involving improvements to existing routes and public conversations to propose options for new routes.

A key priority for Moniaive Initiative will be support for CVCT, the local community transport provider. As discussed in previous sections, we expect public transport provision in the N76 project area as a whole to decline or remain at the current level of under-provision. Funding for community transport and support for delivery of these services, such as driver recruitment, will become increasingly important in order to contribute to inclusive, cost-effective and accessible travel for those who need it most in the local area.

The long-term vision for sustainable transport in Glencairn is that it will be a viable first choice option for residents and tourists alike. We envision that with the right improvements, traveling sustainably will be a convenient and enjoyable experience, connecting community members and visitors with a range of independent shops and services in Moniaive, as well as local heritage and natural surroundings across Glencairn. This should include the addition of further charging infrastructure to support EVs, to enable sustainable journeys to destinations outside of the immediate local area and to support any future car club or car share services.