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FINAL REPORT

ACCESS TO BIKE SCHEMES IN SCOTLAND



DETAILS:

Client: Cycling Scotland

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1. Executive summary

Access to bike schemes have an important role to play in making cycling available to all, particularly where they target people who would find it hard to access a bike by other means (e.g. due to socio-economic circumstance or physical disability). They thus meet one of the five high level outcomes of Scotland's Active Travel Framework, the Scottish Government's key policy document for walking and cycling in Scotland.

This research project was undertaken to gain a comprehensive understanding of the number, location and scope of access to bike schemes in Scotland. Firstly, discussions were held with members of the Cycling Action Plan for Scotland (CAPS) Delivery Forum, together with other organisations in Scotland with knowledge of schemes. This was followed by an online survey of organisations responsible for running schemes. The research also aimed to identify any gaps in the provision of schemes, where funding or support might be targeted in future.

A total of 17 stakeholder organisations were consulted. The online survey was distributed to approximately 200 organisations and achieved a response rate of around 46%.

The results showed that a great diversity of schemes operate across Scotland, with countless different operating models. Schemes can include pool bike fleets for specific groups of people, bike loans for particular events, public bike hire, cycle to work schemes, and bike recycling and re-use. Almost 200 named organisations were identified that run at least one type of scheme, and this number is likely to be an underestimate. The majority of schemes appear to be small, local projects run by community groups, often with just a handful of bikes. Medium-sized schemes typically include those run by established cycling charities, together with on-street bike hire in Glasgow, Edinburgh and Stirling, and schemes run by large organisations such as local authorities and universities, targeted at staff, students and/or communities. Finally, several organisations run large, national schemes covering all of Scotland. These include cycle to work salary sacrifice schemes provided by the private sector and grant or loan schemes funded through the Scottish Government.

This diversity of access to bike schemes shows that a broad range of organisations are getting involved in promoting cycling (thus meeting another outcome of the Active Travel Framework), and that schemes are likely to be adapted to meet local circumstances. However, because each scheme is managed differently it can be harder to keep track of the impact they are having and how they all connect with the Active Travel Framework. In particular, it is important for organisations to monitor the impact of their scheme(s) on people's everyday travel choices.

In general, organisations running access to bike schemes appear to be attempting to reach a broad audience. For example, around a quarter of survey respondents provided children's bikes and 1 in 5 provided adapted bikes to suit people with learning or physical disabilities. More than 70% of people using cycle to work schemes are basic rate taxpayers, indicating that it is an affordable option for people on different incomes. Broadly speaking, employed people, children, students and people living in the Central Belt appear to be in the best position to use access to bike schemes, whilst the self-employed, non-working adults and people outside the Central Belt have less access.

The depth and breadth of schemes indicates that there is a clear demand for bikes in wide variety of locations, and many of the survey respondents were keen to expand to reach more people. However funding was a major challenge. Three quarters of survey respondents were reliant on grants and fundraising to finance their scheme(s), and just over half only had funding for their scheme(s) for a year of less.

The difference that funding can make is suggested by the fact that the majority of organisations surveyed had launched their scheme(s) in the past three years, corresponding with a substantial increase in active travel funding from the Scottish Government. In particular, recent Government funding for e-bikes appears to be reaching a lot of communities, with three quarters of survey respondents providing this type of bike.

The overall aim of this study was to gain a comprehensive understanding of access to bike schemes in Scotland, rather than to evaluate their impact or make recommendations for their future. Nonetheless, the research findings do suggest that the following recommendations might be helpful to maximise the benefits of access to bike schemes:

1. Provide multi-year funding to give organisations more financial security when running an access to bike scheme and to ensure that access to bike schemes can continue into the future and, where necessary, expand.
2. Set clear objectives for access to bike schemes, in line with the objectives and indicators of the Active Travel Framework. In particular, emphasise the importance of monitoring trip purpose and evaluating the impact on modal shift away from private car travel.
3. Consider whether it is necessary to collect national data on bike recycling and re-use in Scotland.
4. Consider whether it is necessary to increase access to bikes for adults who are self-employed or not working, and people living outside the Central Belt.

2. Background, aims and objectives

There are many schemes across Scotland which aim to increase access to bikes. These schemes aim to help the Scottish Government increase the level of cycling in Scotland, in line with policies and programmes such as the 2019 [Active Travel Framework](#).

An access to bike scheme can be defined as a scheme which makes it easier and/or more affordable to own or use a bike. Examples include cycle to work salary sacrifice schemes, on-street bike hire, bike recycling/reuse schemes, bike libraries and pool bike fleets. The responsibility for these schemes is shared between many different organisations: this includes 'active travel delivery partners' (organisations grant-funded by and working in partnership with Transport Scotland), plus a wide range of other public, private and third sector organisations.

There is currently no comprehensive overview of all the different schemes operating in Scotland. This makes it harder for the Scottish Government and others to understand gaps in the provision of access to bike schemes, (i.e. for whom and where in Scotland there is less availability of bikes), and hence how to plan strategically to increase access to bikes for all.

Cycling Scotland therefore commissioned an independent piece of research, funded by Transport Scotland, to examine the current provision of access to bike schemes in Scotland, and to collate key information on access to bike schemes (including information on location, audience, scale, long-term aspirations and evaluation/monitoring data). The specific aims were:

- **To gain a comprehensive understanding of the number, location and scope of access to bike schemes in Scotland.**
- **To identify gaps in the provision of access to bike schemes, where funding or support might be targeted in future.**

The research was carried out by Transform Consulting, Scotland's consultancy for sustainable transport.

3. Method

3.1. Scoping

Firstly, an attempt was made to understand what data already exists about access to bike schemes in Scotland, and how many schemes operate in Scotland. To achieve this, contact was made with members of the Cycling Action Plan for Scotland (CAPS) Delivery Forum, together with other organisations in Scotland with knowledge of access to bike schemes. The organisations were asked for the following information:

1. The names of any access to bikes schemes run directly by the organisation
2. The names and contact details of other access to bike schemes that the organisation was either involved with (e.g. as a partner or funder) or aware of
3. Any existing monitoring and evaluation data on access to bike schemes.

The table below lists the organisations contacted and the information they provided.

Table 3.1. Organisations contacted and information provided

Name of organisation	Information provided
Bikes for All	Names of organisations involved in bike recycling/reuse. Information on the availability of data on bike recycling/reuse.
Bicycle Association	Information on the availability of data on sales of new bikes.
CoMoUK	Results of the 2019/20 Bike Share Annual Survey Scotland, which includes data on modal shift and behaviour change as a result of using a bike share scheme. Bikes for All evaluation report.
Community Resources Network Scotland	Information on the availability of data on bike recycling/reuse.
CONEBI (Confederation of the European Bicycle Industry)	Information on the availability of data on the state of the bike industry.
Cycle to Work Alliance	Information about the use of cycle to work salary sacrifice schemes and the benefits/potential of these schemes.
Cycling Scotland	List of organisations running access to bikes schemes, including those funded by Cycling Friendly development grants to operate a bike lending library/pool bike scheme, and/or those that have received the Cycling Friendly award due to the implementation of a bike lending/ pool bike scheme. Information on school schemes.
Cycling UK Scotland	Information on projects run by Cycling UK Scotland that include access to bikes. List of Cycling UK Scotland affiliated local groups, many of which are likely to loan bikes to people wanting to take part in bike rides.

Name of organisation	Information provided
Energy Saving Trust	List of recipients of the e-bike grant fund, which is for organisations to set up e-bike public hire, pool bike or trial schemes. Information on which grant recipients were running public or community hire schemes, which were staff pool ebike schemes and which were restricted access (e.g. must be a service user of the organisation or engaging in a particular project that is not open to the general public).
Forth Environment Link	Details about access to bike schemes in the Forth Valley.
GFK	GFK are a market research company. They provided information on the availability of data on new bike sales.
Living Streets Scotland	Did not have hold information on access to bike schemes.
Local authorities x 32	Nine local authorities provided information through the online survey.
Paths for All	List of projects funded through Smarter Choices Smarter Places that involved an element of access to bikes. These were Open Fund projects from 2018/19 and 2019/20 and local authority projects from 2019/20.
Regional Transport Partnerships x 7	Two Regional Transport Partnerships provided information through the online survey.
SCOTS (Society of Chief Officers of Transportation in Scotland)	No response received.
Sustrans Scotland	List of active travel hub type organisations in contact with Sustrans, together with information on whether these organisations ran a type of access to bikes scheme (all the organisations had been asked to complete a survey in 2019, in which they were asked to indicate whether they had a 'cycle hire/loan scheme'). Information on schemes run by Sustrans that involved an element of access to bikes.
Velorim	Velorim is a new business start-up to recycle bike tyres and inner tubes. They provided information on the availability of data on bike recycling/reuse.
Zero Waste Scotland	Information about the availability of data on bike recycling/reuse

The information provided by the organisations listed above was used to compile a list of known access to bike schemes in Scotland, and to gain a better understanding of existing monitoring and evaluation data about access to bike schemes. This confirmed that although some organisations had lists and/or monitoring and evaluation data about certain types of access to bike schemes, there was no comprehensive overview of access to bike schemes in Scotland.

3.2. Surveying

The scoping exercise identified almost 200 organisations that ran one or more access to bike scheme.

To collect information about these schemes, it was decided that the most appropriate method would be an on-line survey. A copy of the survey is contained in **Appendix A**.

The survey was launched on Monday 16 March 2020 and closed on Friday 24 April 2020. It was originally intended to run the survey for three weeks, but this was extended as the survey launch coincided with the start of the Coronavirus lockdown in the UK, a period during which many organisations need more time to complete the survey.

The survey was distributed by Sustrans Scotland, Cycling UK Scotland, Cycling Scotland, the Energy Saving Trust and Paths for All (Smarter Choices Smarter Places team). They used their own contact lists of organisations running access to bike scheme, which encompassed the almost 200 organisations identified in the scoping exercise. It was decided to use this approach (rather than contacting organisations directly) because (i) organisations were assumed to be more likely to respond to the survey if the request was made by an existing partner and (ii) data protection regulations would have made it difficult to share contact details.

3.3. Analysis

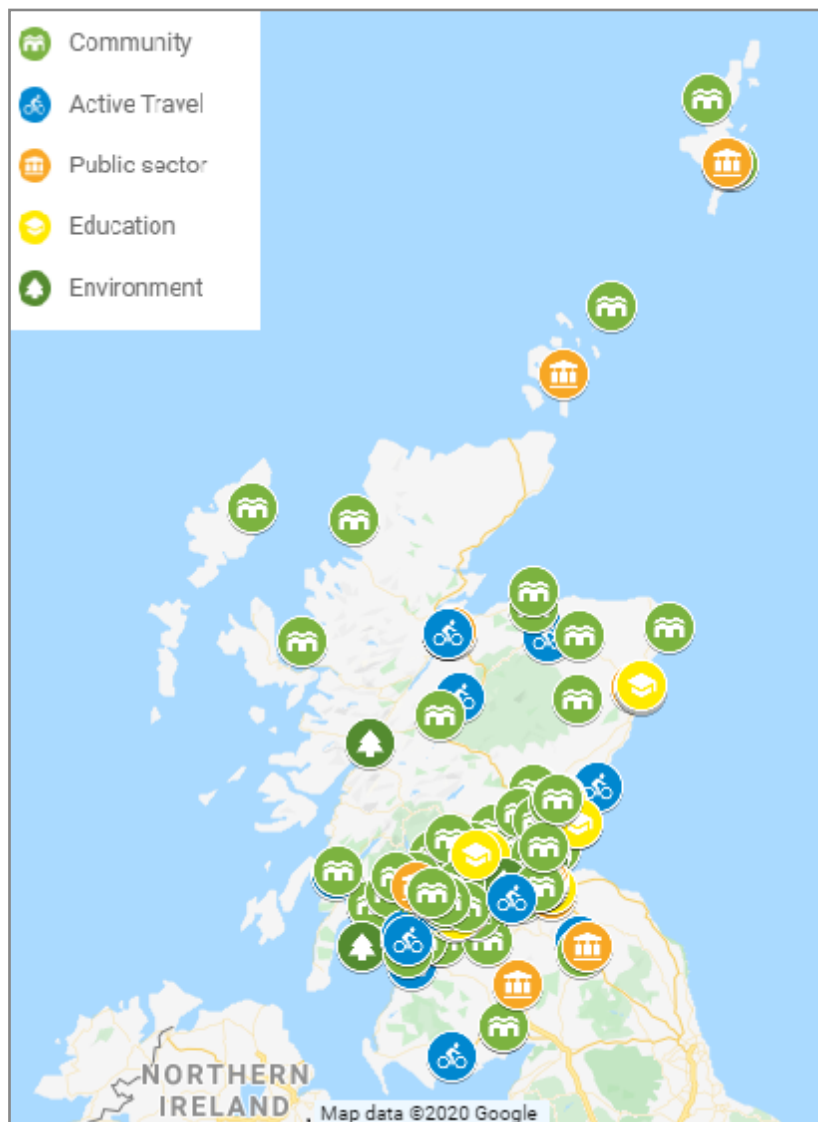
The raw data from the survey was sense-checked to remove duplicate responses (i.e. where two people in the same organisation had completed the survey for the same access to bike scheme(s)). The survey results were then analysed in detail.

4. Overview of access to bike schemes

4.1. Overview of organisations involved in access to bike schemes

Through contact with the active travel delivery bodies and other stakeholders listed in Table 3.1, a total of 190 organisations were identified that ran a type of access to bike scheme in Scotland. They are listed in **Appendix B** and shown on the map below.

Figure 4.1. Locations of organisations running access to bikes schemes in Scotland*,**



*Organisations are colour coded according to their broad purpose (community, active travel, public sector, education or environment)

**The map excludes the locations of cycle to work schemes providers headquartered in England.

Nearly all of these schemes were limited to a specific area(s) in Scotland. The major exceptions were the cycle to work salary sacrifice schemes, the Energy Savings Trust and the Cycling Scotland schemes, which operate nationwide.

Almost half (47%) of organisations that ran an access to bike scheme could be broadly defined as serving a community purpose. Around a quarter (23%) could be broadly categorised as active travel, followed by public sector organisations (13%), organisations with a focus on education (11%), and lastly environmental groups (6%).

Table 4.1. Primary purpose of organisations running an access to bike scheme(s)

Primary purpose of organisation*	Percentage of organisations (%)
Community (e.g. housing associations, development trusts and community centres)	47%
Active travel (e.g. active travel hubs, cycle clubs and on-street bike hire schemes)	23%
Public sector (e.g. local authorities, regional transport partnerships and NHS trusts)	13%
Education (e.g. universities and students' unions)	11%
Environment (e.g. local environmental groups, energy efficiency organisations and members of the Transition Network)	6%
TOTAL	100%

* These are broad categorisations. Many organisations will serve multiple purposes. For example, many of the 'active travel' and 'environment' organisations are also community groups.

Many of these organisations had received funding from the eBike Grant Fund, Cycling Scotland Community Development Fund and/or the Smarter Choices Smarter Places fund.

4.2. Cycle to work salary sacrifice schemes

It is assumed that the 190 organisations listed in **Appendix B** do not include many of the employers who offer cycle to work salary sacrifice schemes. To collect data on these schemes, contact was made with the Cycle to Work Alliance, a policy coalition of four of the largest providers of the cycle to work scheme (Cycle Scheme, Cycle Solutions, Evans Cycles and Halfords), which together represent around 80% of the UK market.

Cycle to work benefits thousands of people in Scotland each year. Although it was not possible to get data on the overall size of the cycle to work market in Scotland, the Cycle to Work Alliance was able to share key findings from a recent survey of employees and employers participating in the cycle to work scheme in Scotland. Crucially, the results showed that more than seven in ten scheme users were basic rate taxpayers, and worked across a variety of sectors and professions. Since joining, two-thirds of scheme users were cycling more than they were before (the other third were cycling the same amount). The biggest reason for participants joining was to improve mental health and wellbeing, with other employer benefits including staff engagement and retention. More than 97% of users said they would recommend the scheme to someone who didn't already participate. The longevity of the relationship between employers and the scheme was also noteworthy, with half of employers operating the scheme for 5 years or more.

4.3. Bike recycling and re-use schemes

Access to bike schemes include bike recycling or re-use services. Some of the organisations that provide bike recycling and re-use are listed in **Appendix B**, but to gain a more comprehensive understanding of how many such schemes operate in Scotland, contact was made with Zero Waste Scotland, the Community Resources Network Scotland (Scotland's national community re-use, repair and recycle charity), Velorim (a new business start-up dedicated to the recycling of bicycle tyres and inner tubes) and Bike for Good.

Neither Zero Waste Scotland nor the Community Resources Network Scotland collected data on the volume of bike recycling. The Community Resources Network Scotland had 39 member organisations that accepted bikes. A number of those would be exclusively bike projects whilst a number would be general re-use projects that accepted bikes as well as other materials and items. Due to data protection rules, it was not possible to obtain the names of the 39 member organisations.

Velorim had recently attempted to collect data on the size of the bike recycling market in the UK. They were unable to get an accurate count of bicycle recycling organisations, with figures ranging from 2,000 to 6,000, depending on the source. Likewise, Bike for Good had attempted to collect data on bike re-use and repair in Scotland but had found it very hard to get hold of comprehensive data.

4.4. School schemes

The online survey excluded some of the large access to bike schemes which are targeted at schools, which are provided and/or funded by organisations such as Cycling Scotland, Sustrans and Education Scotland. Additional information was therefore sought on school schemes. Although it was not possible to find comprehensive data on the overall provision of bikes in schools, the following major schemes were identified:

- Bikeability Scotland (Cycling Scotland) — the national cycle training programme for school children. It includes the provision of pool bike fleets and bike loans. In 2019/20, it funded a total of 164 bikes issued across 14 local authorities.
- Cycling Friendly Secondary Schools programme (Cycling Scotland) — supports schools to make it easier for their students to cycle. It includes the provision of pool bikes and bike loans to pupils. In 2019/20, the scheme provided over 180 bikes to 19 schools in 13 different local authority areas. Over the past four years, 24 local authority areas have benefitted from the scheme.
- I Bike (Sustrans Scotland) — works across 9 different local authority areas in Scotland to improve physical activity and tackle the school run in selected primary and secondary schools. Includes loans of bikes at schools.
- Play on Pedals (Cycling Scotland) — provides access to bikes for nursery children. Since 2015/16, it has provided 3,333 bikes¹ to nursery children in 28 local authority areas. Over 13,500 children were trained during the 2018/19 academic year.

4.5. Sales of new bikes

To provide some context to the scope of access to bikes schemes in Scotland, an attempt was made to collect data on the volume of new bike sales in Scotland. As with bike recycling and re-use, this data was very hard to obtain.

Market research company GFK used to collect bike sales data but no longer provided this service. The main source of data therefore appears to be the Bicycle Association (the national trade association). Their new market data service covers just over 50% of the UK market. It can provide separate data for Scotland, including data on the volume of bike sales, average sell price and type of bike. However at present, this data is not available for wider distribution.

A further source of data is CONEBI, the Confederation of the European Bicycle Industries, which provides a national market report for the state of the bicycle industry in Great Britain. However their analysis is only based on estimates using HMRC import statistics and a disaggregation for Scotland is not available.

¹ Bikes are rotated through the local authority area to benefit multiple nurseries.

5. Survey results

5.1. What is the name of your organisation?

There were a total of 89 responses to the survey. They are listed in **Appendix C**.

Assuming that the survey was distributed to approximately 190 organisations (i.e. those listed in **Appendix B**), this represents a response rate of around 47%.

Five of the responses were from within the same two organisations.² In total therefore, 86 separate organisations responded to the survey.

The survey respondents will reflect those organisations which had recently been in contact with Cycling UK Scotland, Sustrans Scotland, Cycling Scotland, the Energy Saving Trust and the Smarter Choices Smarter Places fund, and many will have received funding through grants financed by Transport Scotland. Private sector employers who offer cycle to work salary sacrifice schemes and/or pool bikes appear to be largely absent.

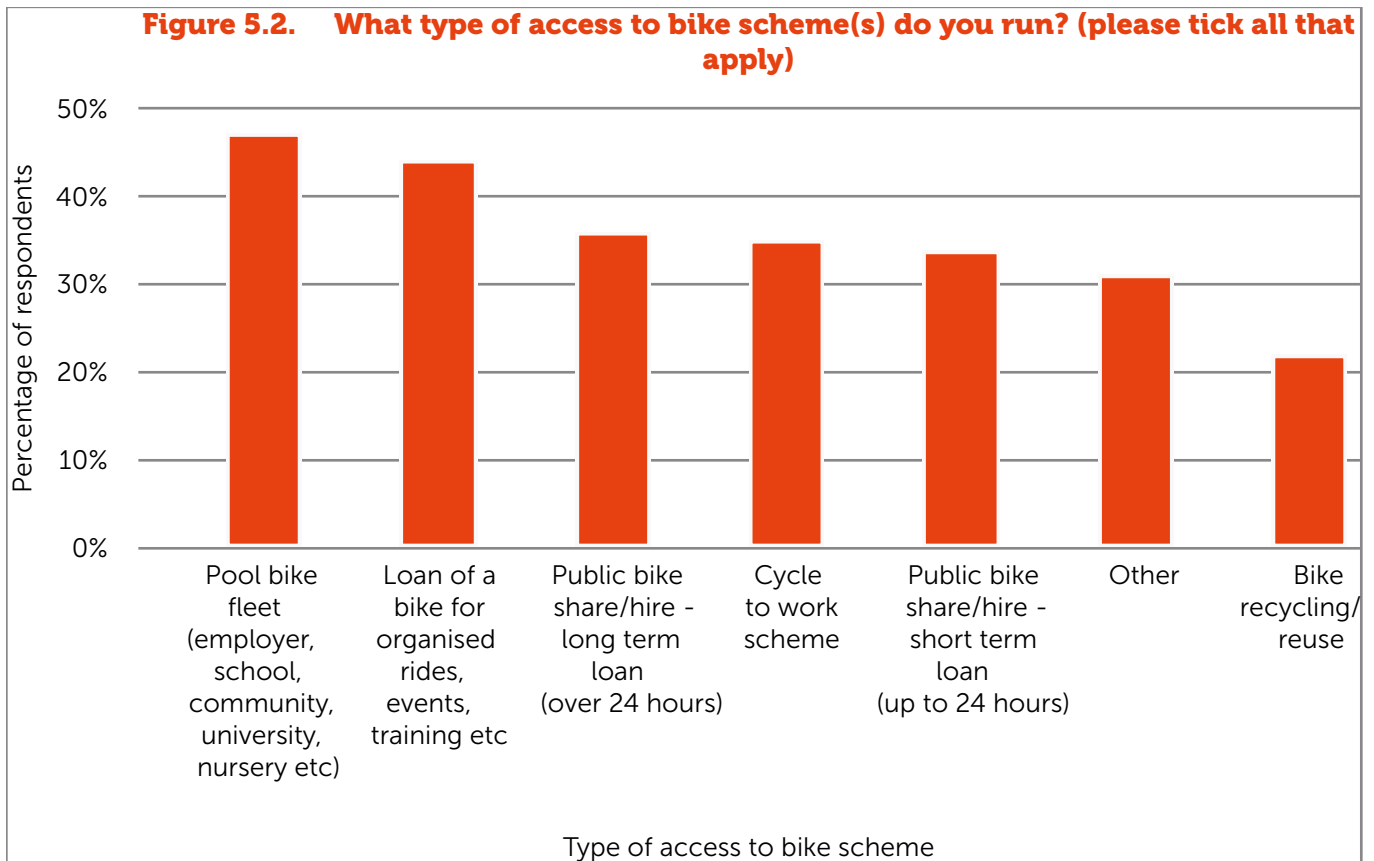
² Two of the responses were from Bike for Good, one for the organisation itself and a second specifically for the Bikes for All programme. Three of the responses were from the Energy Savings Trust, one each for their eBike Grant Fund, eBike Loan Fund and Home Energy Scotland eBike Trial Programme.

5.2. What type of access to bike scheme(s) do you run?

The most common type of scheme was a pool bike fleet, which was provided by almost half (47%) of all respondents.

The loan of a bike for organised rides, public bike share/hire (both short and long term) and cycle to work schemes were also each offered by at least a third of survey respondents, whilst around a quarter (22%) offered bike recycling/re-use.

Thirty-one percent of respondents stated that they ran an 'other' type of access to bike scheme(s). These included grants, financial loans, social prescribing, cargo bike trials, a bike library and discounted bike hire membership.



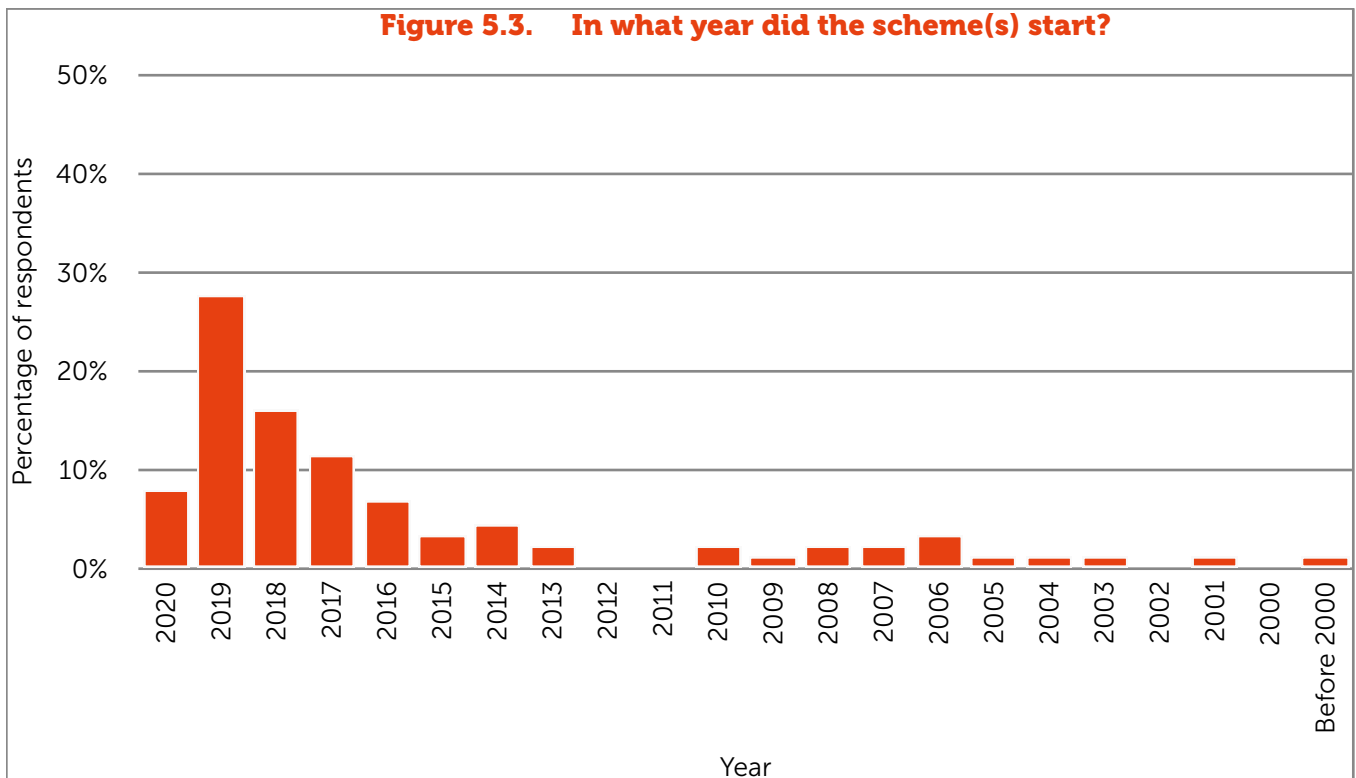
5.3. In what year did the scheme(s) start?

The majority of access to bike schemes were relatively new. Over a quarter of respondents (28%) had started their scheme(s) during the previous year, whilst 63% had started in the past three years i.e. between 2017 and 2020.

In answer to this question, most of the respondents who ran more than one type of access to bike scheme gave the year in which the first of their schemes was launched and then provided detailed commentary on the launch dates for their other schemes. For example this respondent stated that their scheme(s) started in 2006 then went on to provide further detail:

'2006 - estimated start year for pool bikes. 2010 - estimated start year for cycle to work. 2020 - bike hire scheme. Recycling bikes- unknown estimate 2009?'

Several respondents mentioned that the launch of their scheme in 2020 had been delayed due to the Coronavirus pandemic.



5.4. Where is the scheme(s) located? Please provide a postcode.

Figure 5.4 illustrates the locations of respondents to the online survey. Perhaps unsurprisingly, the majority were located in the Central Belt where the majority of the Scottish population live and where many organisations have their headquarters.

It is important note that Figure 5.4 only illustrates the locations of survey respondents, each of which is represented on the map by a single postcode. It does not necessarily illustrate the locations of the access to bike schemes themselves. For example, some organisations run schemes in several different areas or operate nationally. It also excludes the three cycle to work scheme providers, who are headquartered in England.

Figure 5.4. Where is the scheme(s) located? Please provide a postcode*, **



*Community=community-based organisations such as active travel hubs, cycling clubs, community groups and leisure centres. Education = colleges, universities and other education institutions.

**The map does not show the locations of the three cycle to work schemes providers, which are headquartered in England.

5.5. Which local authority area(s) does the scheme(s) operate in?

The local authority with the largest population, Glasgow, had by far the largest number of access to bike schemes (24 respondents operated a scheme there), followed by Edinburgh (17). Broadly speaking, Stirling, Clackmannanshire, Orkney and Shetland arguably had more access to bike schemes than would be expected given the size of their populations.

The cycle to work schemes (Cycle Solutions, Cycle2Work, Cyclescheme Ltd) and the Energy Saving Trust schemes (e-bike grant fund, e-bike loan fund and Home Energy Scotland e-bike trial programme) were available in all local authority areas. In addition, Bikes for Refugees (Scotland) stated that they worked nationwide and provided bikes where they could. Cycling Scotland's and Cycling UK's grant funding programmes have also provided funding for access to bikes across Scotland.

Table 5.5. Number of survey respondents operating in each local authority area

Local authority	Number of respondents	Local authority	Number of respondents
Glasgow City Council	24	Argyll and Bute Council	8
City of Edinburgh Council	17	East Ayrshire Council	8
Aberdeenshire Council	12	East Dunbartonshire Council	8
Dundee City Council	12	East Lothian Council	8
Falkirk Council	12	Inverclyde Council	8
Stirling Council	12	Midlothian Council	8
Clackmannanshire Council	11	North Ayrshire Council	8
Fife Council	11	Scottish Borders Council	8
South Lanarkshire Council	11	West Dunbartonshire Council	8
The Highland Council	11	East Renfrewshire Council	7
West Lothian Council	11	Orkney Islands Council	7
Aberdeen City Council	10	Perth and Kinross Council	7
Shetland Islands Council	10	Renfrewshire Council	7
Dumfries and Galloway Council	9	The Moray Council	7
North Lanarkshire Council	9	Comhairle nan Eilean Siar	6
Angus Council	8	South Ayrshire Council	6

5.6. Who is the target audience for the scheme(s)?

The survey respondents were asked to define the target audience(s) for their access to bike scheme(s). Their responses were analysed to identify the main audience groups.

In total, 43 respondents ran an access to bike scheme(s) that could be broadly categorised as open to everyone. This included respondents who stated that their scheme(s) was targeted at 'adults' or the 'local community'.

By contrast, 55 respondents ran an access to bike scheme(s) which could be described as having a more restricted target audience. The largest number of these respondents ran scheme(s) which were targeted at staff (29 respondents), followed by students (14 respondents) and children/young people (11 respondents). Other audiences included: older people; workplaces/businesses/organisations; people in disadvantaged areas or on low incomes; people with health conditions; service users or residents; commuters; minorities/BME community; refugees and asylum seekers; people experiencing homelessness, people with disabilities or reduced mobility; and tourists.

Table 5.6. Target audiences for access to bike schemes

Type of scheme	Number of respondents*	Target audience	Number of respondents*
Open access	43	Everyone/the public	22
		Local community	13
		Adults	8
Restricted access	55	Staff	29
		Students	14
		Children/young people	11
		Older people	6
		Workplaces/businesses/organisations	6
		People in disadvantaged areas/on low incomes	5
		People with health conditions	4
		Service users/residents**	4
		Commuters	3
		Minorities/BME community	3
		Refugees/asylum seekers	2
		People experiencing homelessness	2
		People with disabilities/reduced mobility	2

Type of scheme	Number of respondents*	Target audience	Number of respondents*
		Tourists	1

* Some respondents targeted several different audiences and are thus counted more than once.

** I.e. people living in supported accommodation.

5.7. How many bikes are included in the scheme(s)?

Total number of bikes

Respondents were asked how many bikes were included in their access to bike scheme(s). Some respondents provided a single, overall number, whilst others broke their numbers down between the different types of access to bike scheme that they operated.

To get an overall estimate of the number of bikes currently available, the results were analysed to remove as many as possible of the bikes in cycle to work schemes and bike recycling re-use/schemes. This was primarily because data on the number of bikes covered by these types of schemes was very incomplete.

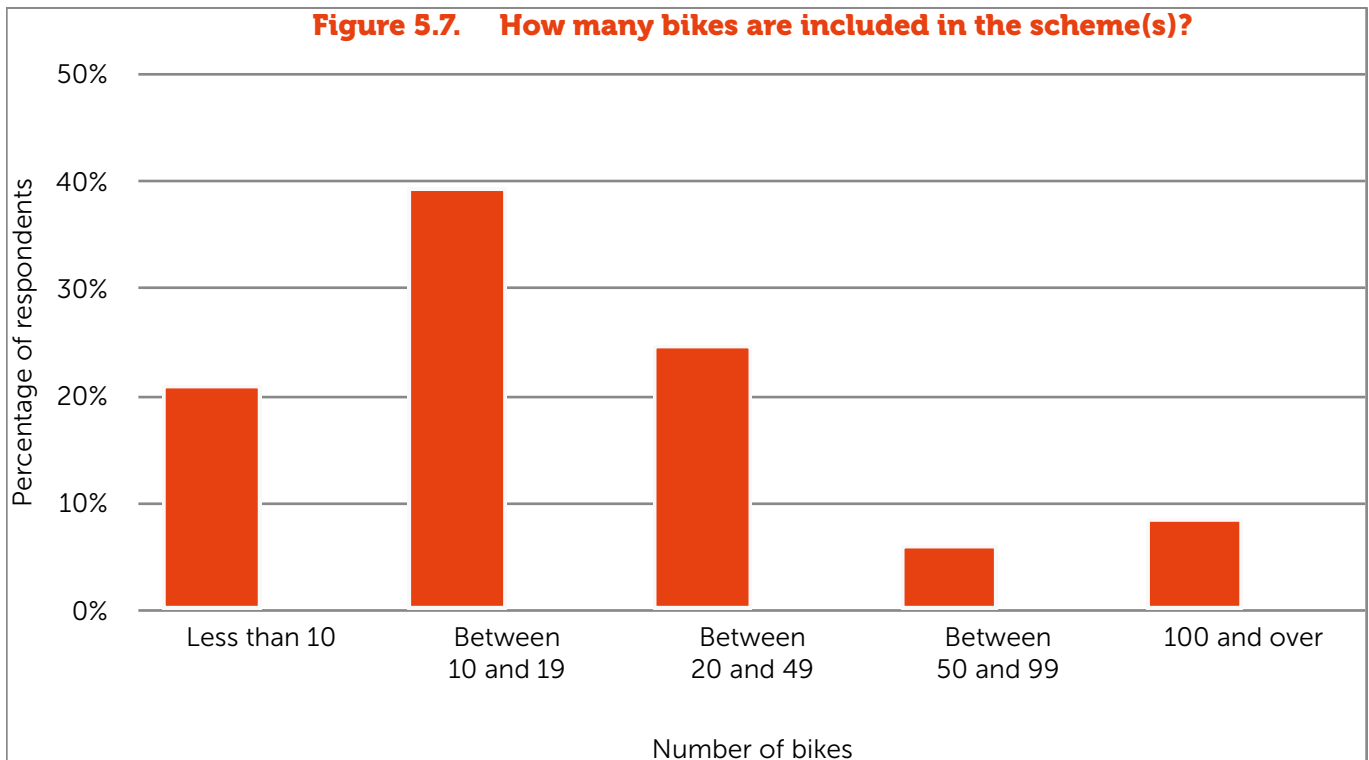
The analysis also sought to reduce double-counting: for example, the 829 bikes provided through the Energy Saving Trust eBike Grant Fund were removed from the overall count, as many of these bikes were already accounted for in the numbers provided by other survey respondents; likewise, the nextbike bikes in Glasgow and Stirling were used by several survey respondents but only counted once.

Based on this analysis, the respondents who completed the survey were estimated to currently provide approximately 3,300 bikes through their access to bike schemes, predominately bikes in pool bike fleets, public bike hire/share, loan of a bike for organised events, rides etc and other miscellaneous schemes.

Number of bikes per respondent

The results were analysed to show how many bikes each respondent provided. The majority of respondents (60%) ran relatively small access to bike schemes with less than 20 bikes in total. A smaller number (15%) ran larger schemes with at least 50 bikes, including 10% who provided over 100 bikes.

As above, as far as possible this analysis excludes bikes provided through cycle to work schemes and bike recycling/re-use.



Larger access to bike schemes

The following table provides details about survey respondents who ran larger access to bike schemes with at least 50 bikes. Unlike the analysis above, it does include some information about bikes provided by cycle to work schemes and bike recycling/re-use projects. This is not an exhaustive list, as some survey respondents did not provide information on their total number of bikes (e.g. they excluded the numbers for cycle to work), but it does nonetheless provide an indication of what larger access to bike schemes in Scotland look like.

Table 5.7. Details about some of the larger access to bike schemes

Name of organisation	Activities
Bike for Good	<p>Bike for Good provide 60 loan bikes over their West and South branches and have 15 loan bikes for rides. Different projects within the organisation have different target audiences, mostly people between ages 16-75, local community to West and South branches and working professionals who want to commute to work by bike.</p> <p>They run Bikes for All (in partnership with CoMoUK and the Glasgow Centre for Population Health), which provides discounted nextbike membership for people of Glasgow on low or no income. In the two years from July 2017 to July 2019), 414 participants were signed up and 10,253 bike rentals were made.*</p> <p>They also provide bike reuse/recycling and help to deliver nextbike in Glasgow.</p>
Bike Town - Healthy n Happy Community Development Trust	Bike Town is a local not for profit cycling initiative and social enterprise based in Cambuslang and Rutherglen. Their services include bike recycling, guided rides, maintenance classes and cycle skills training.
Bikes for Refugees (Scotland)	Bikes for Refugees (Scotland) has refurbished and distributed over a 1,000 free bikes. It also has a bike hire scheme with 40 bikes.
Cycle Solutions (Cycle to Work Ltd)	A provider of the cycle to work scheme, providing a service to thousands of employers and employees each year.
Cyclescheme Ltd	A provider of the cycle to work scheme, providing a service to thousands of employers and employees each year.
Cycle2Work (Halfords)	A provider of the cycle to work scheme, providing a service to thousands of employers and employees each year.
Dumfries and Galloway Council	Provides 2 pool e-bikes and 8 e-bikes for social prescribing, as well as around 50 bikes per annum under cycle to work.
Energy Saving Trust	The Energy Saving Trusts runs the eBike Grant Fund, which funds the delivery of e-bike and e-cargo bike pools, public hire and loan schemes by public and third sector organisations. To date it has funded 829 bikes. The Energy Saving Trust also runs a loan scheme for e-biked, the numbers for which vary year on year depending on budget, and the Home Energy Scotland eBike Trial Programme with 36 bikes.

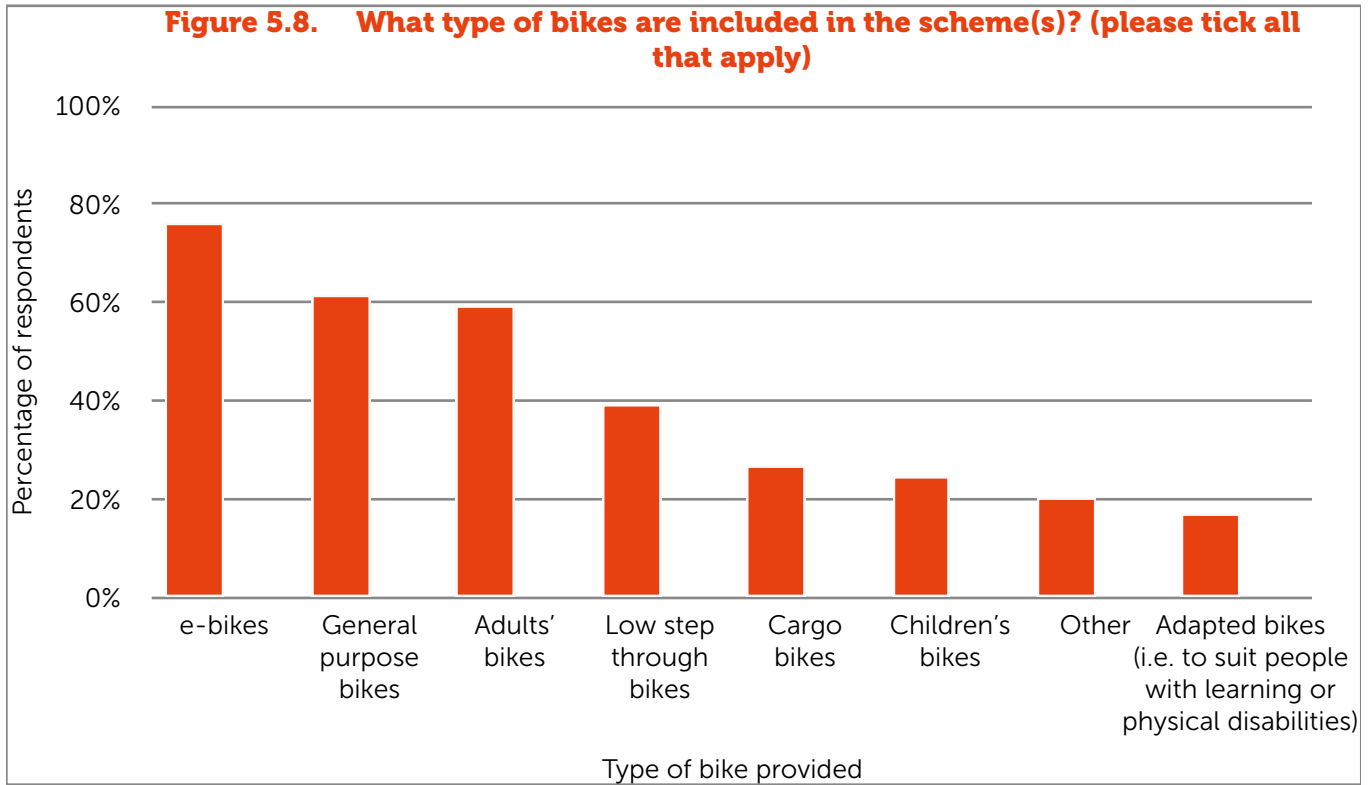
Name of organisation	Activities
Fallin Community Enterprises / Recyke-a-Bike	Recyke-a-Bike works in Stirling and the Forth Valley. Their aims are to get more people into work and more bikes into the community. Services include bike recycling, training and outreach. For example they have a fleet of bikes for Practical Cycle Awareness Training. They maintain the bike fleets for Stirling nextbike and Forthbike and also provide bulk servicing to customers with fleets of bikes, such as schools, cycle projects and workplaces.
Forth Bike	Forth Bike is a collaboration between the communities of Stirling, Falkirk and Clackmannanshire along with the Forth Environment Link and NHS Forth Valley. It provides on-street hire of a fleet of 60 e-bikes and is open to all.
nextbike UK	nextbike run the on-street bike hire schemes in Glasgow (650 standard bikes plus 60 e-bikes) and Stirling (220 standard bikes).
North Ayrshire Council	North Ayrshire Council provides 50 adult bikes, 9 kids' bikes, 75 play on pedals bikes and 30 balance bikes. Activities are run through their active travel hub and workplace engagement officers. They provide a pool bike fleet and loan of a bike for organised rides, events, training etc. Their Active Schools programme provides access to almost 100 bikes across seven secondary schools.
Serco/Edinburgh Cycle Hire	Serco runs the on-street bike hire scheme in Edinburgh, comprising 500 general purpose bikes plus 150 e-bikes.
SEStran	SEStran provide access to 58 bikes under their GO e-Bike scheme. It is tailored to different locations where it provides for the community it serves. This includes a workplace pool, a community group fleet including cargo bike to collect produce and move tools, a community library that includes an e-trike, a fleet for a sheltered homeless community, and a community library which enables youth participation in enterprise through the use of e-cargo bikes.
Shetland Islands Council	Shetland Islands Council provide 32 pool bikes for primary school pupils and 80 for nursery. They use the bikes for Bikeability Scotland and Play on Pedals.
University of Aberdeen	The University has 12 e-bikes (about to increase to 15), a recycle scheme with a turnover of around 100 bikes per year, and an uptake of around 30 bikes in the bike to work scheme each year.
University of Dundee	The University has a general bike pool with approximately 16 bikes and some departments also have a dedicated pool bike for use by that department. Hundreds of bikes have been issued through the University's cycle to work scheme.
University of St Andrews	The University owns a bike pool of 160 re-used bikes, together with 19 e-bikes as part of the Go E-Bike shared electric bike pool for staff.
University of Strathclyde	The University runs a cycle to work scheme with approximately 45 bikes purchased last year. They offer a 50% nextbike membership discount and have a couple of nextbike stations on campus. The Student Union also has a fleet of 6 e-bikes to loan to students.

Name of organisation	Activities
West Lothian Bike Library	West Lothian Bike Library aims to make cycling an activity for all. Where cost is a barrier to cycling, they donate and/or loan free of charge recycled bikes to those in need. They offer low cost repairs and sales of recycled bikes, alongside services such as bike rental, training and rides. They currently have around 50 bikes out on loan and last year donated 60 bikes.
Wheels of Fleet	This project started by providing bike recycling and basic maintenance skills, and now includes bike hire, led rides and a school bike bus. They Provide a pool of 12 bikes for hire, and currently have around 50 bikes in stock to repair or use for parts or even sell on.

* Glasgow Centre for Population Health (2019). Bikes for All Evaluation: Phase one report 2018/2019

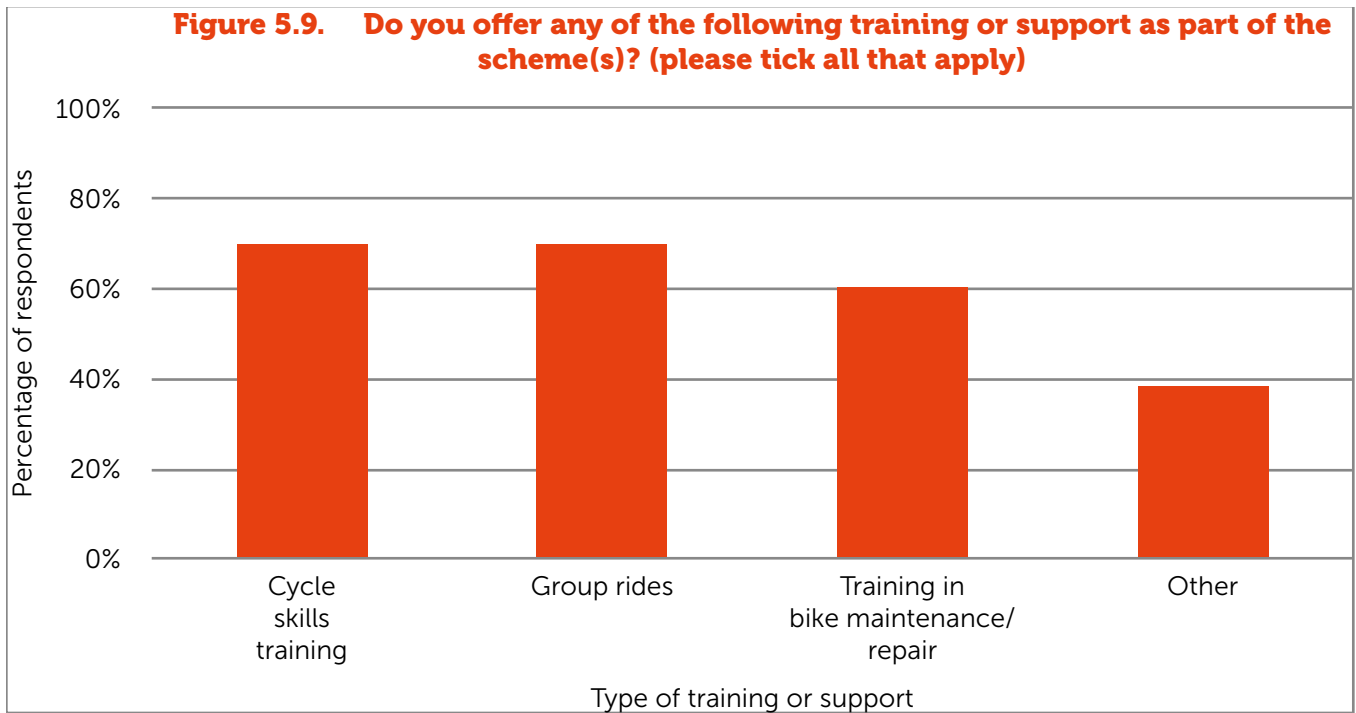
5.8. What type of bikes are included in the scheme(s)?

The survey respondents provided access to a broad range of different types of bike. The most common specific type of bike was the e-bike, which was provided by around three quarters (76%) of respondents. Around a quarter of respondents provided cargo bikes (27%) and/or children's bikes (25%), whilst adapted bikes (to suit people with learning or physical disabilities) were provided by 18% of respondents. 'Other' types of bike were provided by a fifth of respondents (20%), including mountain e-bikes, tandems, trikes, folding bikes, electric wheelchair bikes and kids' balance bikes.



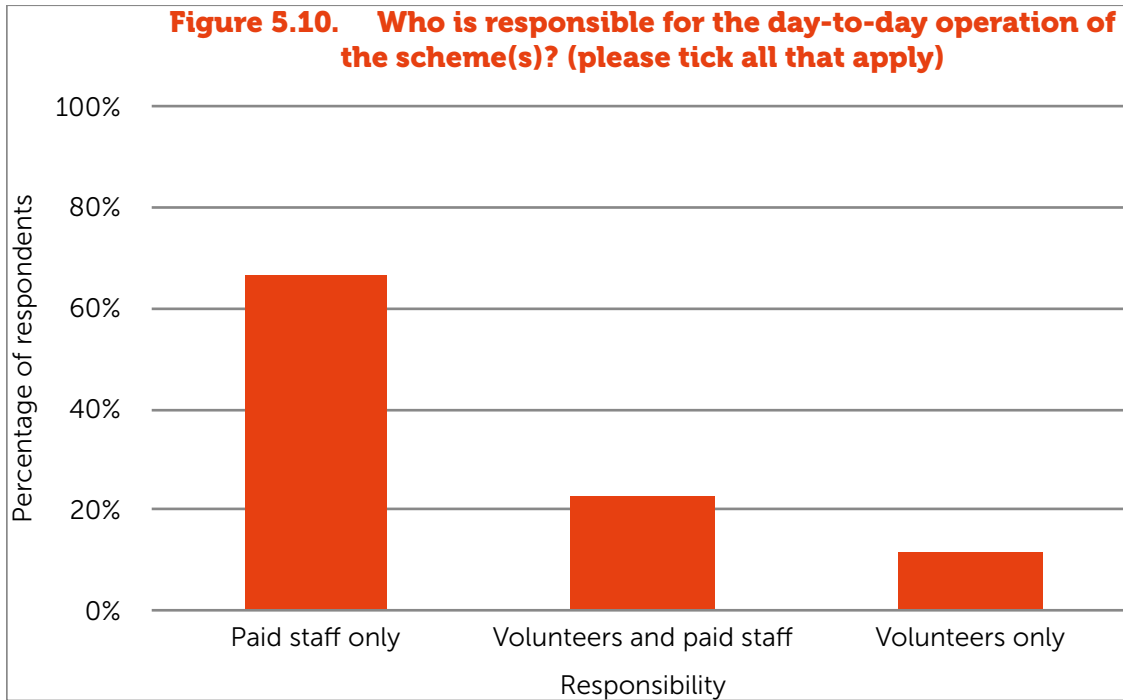
5.9. Do you offer training or support as part of the scheme(s)?

The majority of organisations offered services beyond access to a bike. Cycle skills training, group rides and training in bike maintenance/repair were each provided by at least 60% of survey respondents. Other types of training or support mentioned included: supporting people into learning or work opportunities; cargo bike handling; play on pedals; family bike workshops, Dr Bike; and e-bike demonstrations.



5.10. Who is responsible for the day-to-day operation of the scheme(s)?

The majority (66%) of respondents said that their access to bike scheme(s) were the responsibility of paid staff. Just over 10% of respondents said that volunteers were responsible, whilst around a quarter (23%) ran schemes that were the responsibility of both paid staff and volunteers.



Some respondents provided details about the different roles of paid staff and volunteers within their organisation. For example:

'There are 2.2 FTE staff operating the Hub project with circa 20 highly active volunteers who deliver events and activities and are managed and trained by the Hub staff.'

'All of the GO e-Bike Hubs have at least one paid worker with a variety of volunteers supporting in different settings.'

'Paid staff run the bike to work and bike hire schemes while volunteers run the bike recycling scheme.'

5.11. Do you have any partner organisations who are also involved in the scheme(s)?

A majority (58%) of respondents worked with partner organisations to deliver their access to bike scheme(s).



Many respondents provided detail about the partners they worked with. Their responses were analysed to draw out which organisations were mentioned as partners the most frequently. This is not a comprehensive analysis as some respondents did not provide the names of any or all of their partners, but it does provide an indication of which organisations are likely to be involved in access to bike schemes.

The most common types of partner were local community groups (mentioned by 18 respondents), local authorities (9 respondents) and bike shops (7 respondents). In addition, some specific organisations were named as partners by multiple respondents. These partners were Cycling Scotland, Bike for Good, Forth Environment Link, nextbike, Sustrans and Cycling UK.

Table 5.11. Frequency with which different partner organisations were mentioned by survey respondents

Name or type of partner*	Number of times they were mentioned
Local authority	9
A local community group (non-bike)	9
A local community group (bike-focussed)	8
Bike shops	7
Cycling Scotland	6
Bike for Good	6

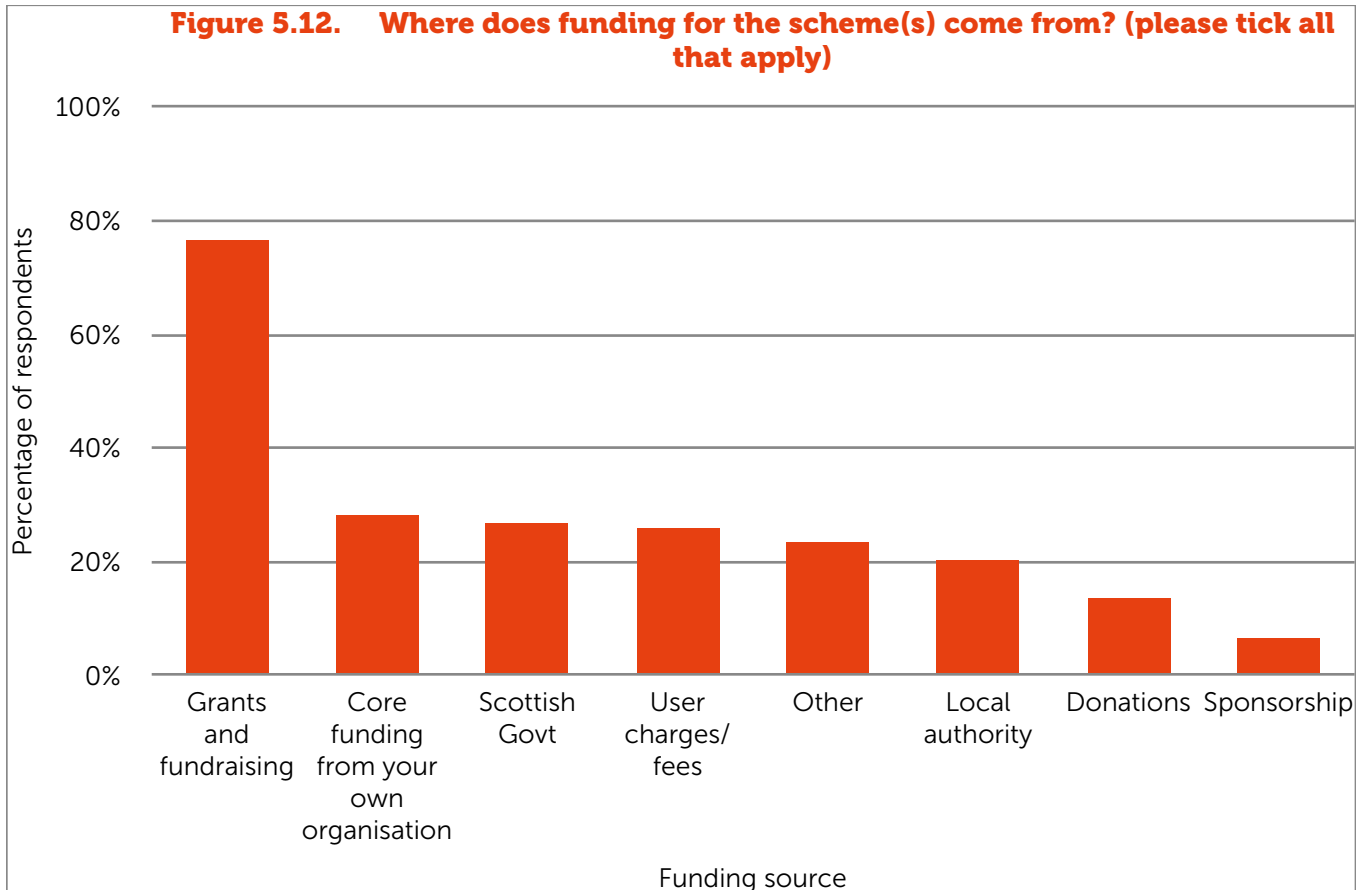
Name or type of partner*	Number of times they were mentioned
Forth Environment Link	5
nextbike	5
Sustrans	3
Cycling UK	3
A local sports organisation (non-bike)	3
A private sector contractor (other than bike shops)	3

* Specific named organisations are included in the table when they were mentioned by three or more separate survey respondents.

5.12. Where does funding for the scheme(s) come from?

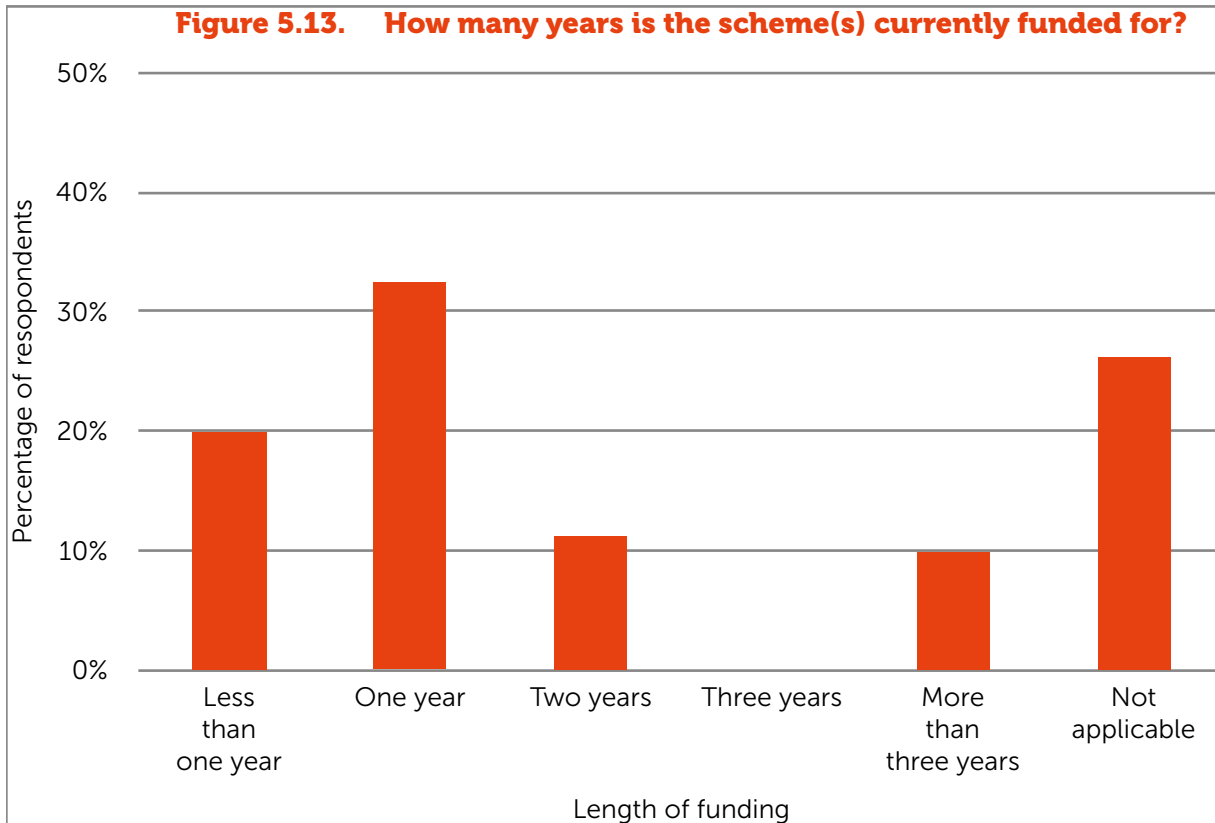
Overall, most access to bike schemes appeared to be reliant on grants, fundraising and/or public sector funding, rather than being financially self-sustainable/self-financing.

The most common source of funding for access to bike schemes was grants and fundraising, which was used by around three quarters (76%) of respondents. Core funding, the Scottish Government and local authorities were each used as a funding source by around a quarter of respondents. By contrast, just over a quarter (26%) of respondents raised funding through user charges/fees, whilst 7% used sponsorship to generate income.



5.13. How many years is the scheme(s) currently funded for?

Over half (53%) of respondents had funding for just a year or less for their access to bike scheme(s) and only 10% had the security of at least three years of funding.



Many respondents provided commentary which demonstrated the complexities and challenges of funding an access to bike scheme:

'Our funding period comes to an end today with our main funder. We have enough money from Cycling Scotland grant to pay our two paid staff until the end of June. Awaiting to hear back from Big Lottery Young Start Fund.'

'All schemes are funded on a rolling basis and no funding is guaranteed. It can be an ongoing battle to secure funding for the continuation of services.'

'Very reliant on funding on a year to year basis.'

'Current funding will run out at the end of March 2020. A further year of funding has been applied for.'

'We currently have a one year procurement contract with the Council.'

'Finding the time in the funding process has been a challenge, due to other work commitments and the volunteer time coordinating the project. And busy being a parent.'

'We have recently come to the end of the three year funding from Cashback for Communities which supplied the anchor funding for this project. We are committed to continuing this programme as it has been a great success. We are actively seeking to strengthen existing partnerships, ie. with Cycling Scotland, Comic Relief and smaller trusts and foundations and create new funding partnerships for the programme.'

'Some parts are funded more than 3 years, however activities run through active travel hub and work place engagement officers are funded year on year.'

Grants appeared to be particularly important to fund the initial purchase of bikes. For example:

'Cycling Scotland Funding was for one year to purchase bikes and put training in pace which we in the process of completing at present. We have received a small grant from Shell for 2020 and we receive good will 'in kind' funding from partners.'

'We were successful in applying for funding for the bikes and the service we provide will be absorbed into our other projects.'

'One-off grant to set up library. Ongoing costs are met by the service.'

5.14. If you are able to share this information, what is the annual budget for the scheme(s)?

Around a quarter of respondents provided information about the annual budget for their access to bike scheme(s).

There were a wide variety of answers and respondents provided information on their budgets in lots of different ways. For example, some respondents provided separate budgets for the initial cost of purchasing the bikes and for their ongoing costs, whilst others provided an overall figure. Some budgets were presented as an annual figure whilst others were not. Several respondents explained that it was difficult to provide a figure as their access to bike scheme(s) did not have an operational budget. Many had used a defined capital budget or grant to purchase the bikes and then subsumed the the day-to-day running costs (e.g. staff time, bike maintenance) into other budgets. For example:

'The eBike project is factored into a greater project so difficult to pinpoint exact cost of running the scheme.'

'The bikes we own outright. Maintenance of them, building and running cost along with staffing is variable.'

'N/A - the item costs are limited at the moment. Staff time is the main cost to keep up the project. We are also lucky to have a bike maintenance volunteer who has been keeping the bikes roadworthy'

'Complex to explain and not all our responsibility so could only state our direct costs and even at that it doesn't cover everything. Happy to discuss.'

Budgets varied from a few hundred pounds or less, mainly for community groups, to over £1 million for the largest schemes (e.g. the Energy Saving Trust and cycle to work schemes).

5.15. What are the long term plans and/or aspirations for the scheme(s)? For example is the scheme(s) over-subscribed? What would help you to reach more people?

Respondents were asked about their long term plans and/or aspirations for their access to bike scheme(s), and their comments were analysed to identify common themes.

The most common theme to emerge, mentioned by almost half of respondents (41 responses), was the desire to expand a scheme(s) to reach more people and/or new audiences, for example by:

- buying more bikes
- offering new services (e.g. bike maintenance, rides, cycle skills training)
- expanding the range of bikes available (e.g. adapted bikes, e-bikes)
- expanding into new locations
- expanding the range of time for which bikes were available (e.g. expanding into longer-term rentals).

Six respondents specifically stated that they would like to expand a current scheme because it was over-subscribed. By contrast, nine respondents stated that they wanted to increase participation in an existing scheme, for example by promoting it more effectively, and a further nine explained that they would simply like to continue their current scheme as it was.

After expansion, the next most common theme (15 respondents) was the desire to get increased or more secure sources of funding.

Respondents' other aims and aspirations including changing people's travel behaviour (specifically mentioned by 9 respondents), having better/safer cycling infrastructure (4 respondents) and evaluating their scheme (2 respondents).

Table 5.15. Aims and aspirations for access to bike schemes

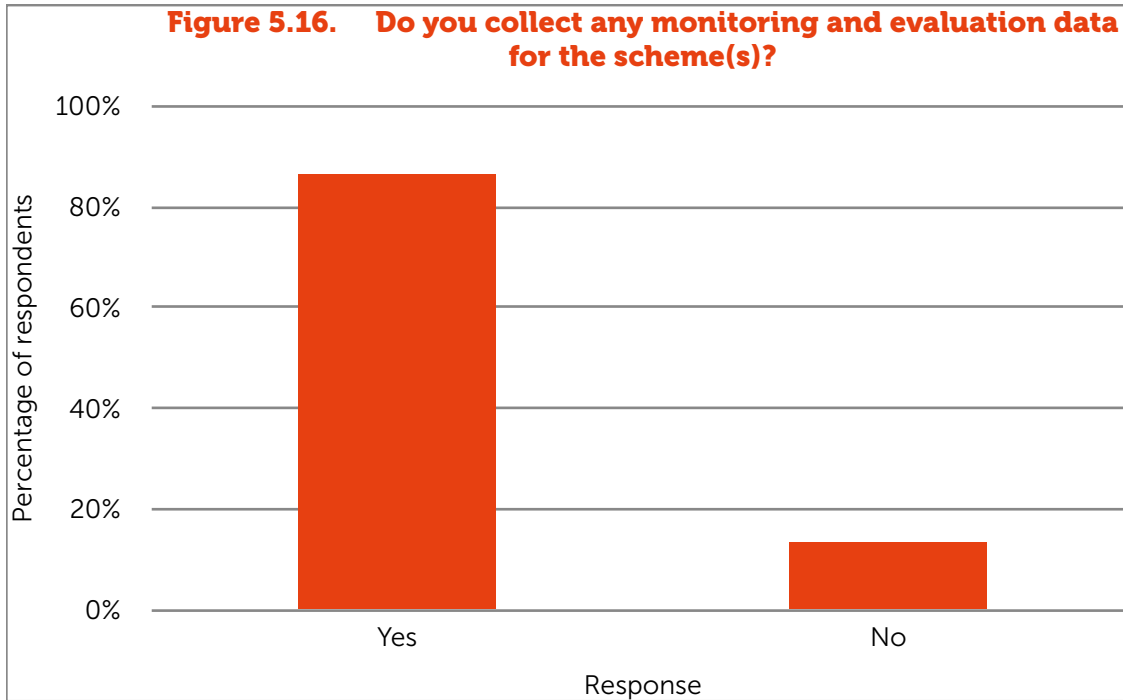
Aim/aspiration	Number of respondents *	Example comments
Expand the scheme to reach more people and/or new audiences	41	<p><i>'We would aim to have bikes available all over Orkney.'</i></p> <p><i>'We have just received funding for an additional container which will allow us to expand the Bike Library capacity: thanks to our larger capacity we will be accommodating a Cycling Without Age trishaw as well as adaptive bikes.'</i></p> <p><i>'Scheme has been well subscribed and often there is a waiting list for e-bikes. We have recently purchased two new bikes - a folding ebike and family cargo - in bid to appeal to a wider audience. At the moment most borrowers are retired people wanting to try out electric bikes. Our new bikes will appeal to a younger demographic - commuters and families.'</i></p> <p><i>'We have applied for additional funding to grow the scheme and incorporate cycling (green health) into our core fitness programme - whereby any member can access the bicycles.'</i></p> <p><i>'The scheme is really popular! We currently rent for 1 month periods - we plan to offer a range of periods - 3-6 months and also weekly rentals, to cater for different needs. There is also potential to establish a local business with rentals to tourists. We hope the maintenance sessions will encourage and up-skill individuals to help establish this. Long term, we also hope to link our active travel with our EV charger project and community hydro - linking all our green energy schemes.'</i></p>
Secure increased and/or more sustainable sources of funding	15	<p><i>'We are committed to continuing the Change Cycle programme in the years to come. The last course of 2019/20 was heavily over subscribed and was a great success. Multi-year funding commitments would help us ensure the longevity of this programme.'</i></p> <p><i>'Our main concern is funding a Coordinator/Development Officer.'</i></p> <p><i>'We would like to ensure we can provide affordable inclusive bike share memberships to low income individuals as long as this service is required. Demand is increasing every year. Securing funding over several years would help us reach more people.'</i></p>
Increase uptake and/or promotion of the current scheme	9	<p><i>'Cargo bike hasn't been very successful so far so would like to work on this.'</i></p> <p><i>'It'd be good to have more opportunities for training in cycling skills or maintenance for our residents. This would enable more use of the bikes and for them to gain confidence.'</i></p> <p><i>'Increase the uptake of both schemes by reinforcing the promotion.'</i></p>
Change people's travel behaviour	9	<p><i>'Our ambition is to help create cyclists, making access to bikes more affordable and encourage active travel.'</i></p> <p><i>'To increase the awareness of people of e-bikes and their application to daily life on the Southside.'</i></p>

Aim/aspiration	Number of respondents *	Example comments
Continue the scheme as it is	9	<p><i>'To continue to provide bikes for any child that needs it and to keep the bikes in good condition.'</i></p> <p><i>'Continue with all schemes, as long as budget and conditions allow. Continue promoting the schemes'.</i></p>
Meet increasing demand for a scheme that is currently over-subscribed	6	<p><i>'Expanding our e-bike fleet so that we can offer a bike to students and to meet the over subscription we are seeing from staff.'</i></p> <p><i>'Greater sustainable resources, we have a waiting list of over 400 people without promoting the project amongst our target group.'</i></p>
Secure better infrastructure to encourage cycling	4	<p><i>'Our current plans are being developed alongside our Active Travel Plan for the area and included in this is our aspirations to improve the path links in our area and make it safer for people to cycle rather than having to go outwith the area.'</i></p> <p><i>'Currently, the scheme is undersubscribed.... The most recent travel survey indicated that people were reluctant to cycle due to lack of cycling-friendly infrastructure. Infrastructural improvements are the key to getting more people to choose cycling instead of driving.'</i></p>
Evaluate the current scheme	2	<p><i>'If we find there is an active need for the scheme, then we will seek new funding to grow it and provide lessons, led rides and maintenance sessions.'</i></p> <p><i>'The bike hire/share pilot will be evaluated towards the end of 2020 and its future determined then. It is likely to continue in some form.'</i></p>

* Several respondents had more than one aim or aspiration and are therefore counted more than once.

5.16. Do you collect any monitoring and evaluation data for the scheme(s)?

The majority (86%) of respondents collected monitoring and evaluation data for their access to bike scheme(s).



Respondents were invited to provide commentary on what type of data they collected and their comments were analysed to identify common themes. The analysis provides an indication of what type of data was collected but it is not an exhaustive list. For example, some respondents did not provide any detail, some only provided a very general description of their data collection, and others provided examples of the types of data they collected but did not list everything.

Most frequently mentioned was the collection of information about behaviour change, impacts and/or user feedback (26 respondents), and information on the uptake or use of the access to bike scheme(s) (also 26 respondents). Also mentioned frequently were number of participants (specifically mentioned by 19 respondents), distance cycled (18 respondents) and demographic information about participants (11 respondents).

Respondents also collected data on trip purpose, trip duration, number of bike rides, carbon savings, case studies, income, maintenance logs, travel survey and trip destination.

Several respondents mentioned that they reported evaluation data through Smarter Choices Smarter Places.

Most respondents stated that they would be happy to share data, allowing for GDPR restrictions.

Table 5.16. Types of monitoring and evaluation data collected by survey respondents

Type of data collected	Number of respondents who mentioned this
Information about behaviour change, impacts and/or user feedback	26
Information about the uptake or usage of the access to bike scheme(s) i.e. frequency of trips/hires/loans/bookings	26

Type of data collected	Number of respondents who mentioned this
Number of participants	19
Distance cycled (especially e-bikes)	18
Demographic information about participants	11
Trip purpose	5
Trip duration	5
Number of bike rides	3
Carbon savings	2
Case studies	2
Income from the access to bike scheme(s)	2
Maintenance logs	2
Travel survey	2
Trip destination	2

5.17. Is there anything else you want to tell us about your access to bike scheme(s)?

For this, the final question of the survey, most respondents who provided a response either used it as an opportunity to clarify some of their previous answers, to provide a bit more detail about their access to bike scheme(s), and/or to expand upon some of the benefits or challenges of running a scheme.

There were three common themes to the responses:

Benefits of access to bike schemes

'There are a myriad of benefits with this project - carbon reduction, health benefits, as well as a talking point for the community - a project that is inclusive and accessible to all in the community. Thanks!'

'It is early days for us in terms of opening but we know that the demand for regular inclusive cycling opportunities for disabled people and their families in the region is high from our previous activities. For some families of people with disabilities who would never have considered cycling as an activity the opportunity to participate has been revelatory.'

'The students who access the e-bike scheme find it invaluable, and everyone who has rented a bike has come back to rent it again. Providing a free active travel option to students has been a fantastic way to engage people in active travel in an accessible way, and we hope to see this project continue to grow and reach even more of the.... student body.'

'This programme supports young people who are struggling to get on the right track and make positive life changes. Many are now more active, cycling for leisure, to and from work or even work in a local bike shop. We greatly appreciate the support of the Cycle Friendly Communities Development Fund for the support of this programme... Thank you for this opportunity to give feedback and extra information about our programme.'

'We really enjoy every moment we are there with a happy crew of volunteers. We struggle positively with the demand managing only one day to open, but called on other days to deliver or collect bikes.'

'... is a wonderful project, well used and liked by the young people in our area and I'm really hoping we can continue to provide the service we provide.'

Benefits in the time of Coronavirus

'This has proved a great asset during COVID-19.... Evidence from the 'counters' positioned along many of the redeveloped paths shows very significant increase in the numbers using the paths for walking, running and cycling. Access to the eBikes in particular has allowed more adults within our community to return to cycling during this period of lockdown.'

'The scheme has been very popular during CV19 lockdown to enable residents to get out for exercise.'

Some of the challenges of running an access to bike scheme

'We wish that we had started out with a bigger container! Perhaps Cycling Scotland would consider raising the level of the CFC grant because a 40-foot side opening container costs about £9,000 which is a big chunk of money. We would also have liked to see a generic shopping list.... so we didn't have additional costs that we hadn't thought of, for instance branding stickers for the container and bikes, heavy-duty padlocks, high viz tabards for our borrowers, and groundworks for putting the container onto (almost £1,000) etc. (On this note, we have shared our shopping list with Central Scotland Regional Equality Council and the Rainbow Muslim Women's Group who are going for funding to set up Bike Libraries).'

'We have been frustrated by the planning process to build a cycle shelter to encourage bikes over cars within the community and beyond.'

'Both schemes required us to create a booking system from scratch, which made it difficult to manage. Promotional channels are not always relevant to reach our target population. Both schemes are continuously updated and improved to meet the expectations of students and staff.'

6. Findings and recommendations

6.1. Findings

A patchwork of different access to bike schemes operate across Scotland

A great diversity of access to bike schemes operate across Scotland. In this study, a total of 190 organisations were identified as operating at least one type of scheme, and this is likely to be an underestimate of the number of organisations involved. A very wide range of organisations are involved and the schemes themselves are very varied, with countless different operating models from the small to the large:

- Micro schemes with a handful of bikes, which are typically run by local community groups.
- Medium-sized schemes. These include well-established bike-focussed organisations that operate on more of a regional basis (e.g. Bike for Good in Glasgow or Recyke-a-Bike and Forth Environment Link in the Forth Valley), the on-street bike hire schemes provided by nextbike in Glasgow and Stirling and Serco/Edinburgh Cycle Hire, and schemes run by large organisations such as local authorities and universities.
- Large national schemes such as cycle to work, the Energy Saving Trust e-bike loan and grant schemes, and Cycling Scotland grant schemes.

This diversity can represent a strength, as each scheme can be presumed to be adapted to suit local requirements and to meet local needs. It can also represent a weakness, for example it is difficult to understand the costs of running a scheme, or to evaluate their impact on travel behaviour, when data is collected and reported differently by each of the organisations responsible.

The study found no evidence that schemes were duplicating each other. For example, although the survey identified 24 different organisations operating schemes in Glasgow, they each appeared to serve a different audience or community.

The majority of schemes are small, local projects

The majority of individual schemes appear to be small, local projects run by community-based organisations. Of the organisations in the online survey, the majority (60%) ran small schemes with less than 20 bikes. Of the 190 organisations identified as running some type of scheme, approximately half (46%) could be broadly defined as community groups, for example housing associations, development trusts and community centres. A further third (31%) could be broadly defined as primarily serving either an active travel or environmental purpose, a category that also included many community-based organisations (e.g. local active travel hubs, cycling clubs and environmental groups).

Many schemes are reliant on year-to-year grant funding, and getting secure, sustained funding is a frequent challenge

The depth and breadth of schemes indicates that there is a clear demand for bikes in a wide variety of locations. Many survey respondents were keen to expand to reach more people. The main barrier to doing so was funding. Most of the organisations surveyed ran their scheme(s) on a not-for-profit basis and three-quarters were reliant on grants and fundraising. The majority were reliant on year-to-year funding, with 53% of survey respondents currently having funding for their scheme(s) for a year or less. Many found it challenging to get secure, long-term sources of finance, both to continue their current activities and to expand to help more people.

Recent active travel funding from the Scottish Government has had a clear impact

The positive impact of funding from the Scottish Government is indicated by the fact that the majority of schemes appear to be relatively young, with 63% of survey respondents having launched their scheme in the past three years, i.e. since 2017. This is likely to reflect a substantial increase in active travel funding from the Scottish Government. Also worth noting is the prevalence of e-bikes in this study; three quarters of survey respondents provided e-bikes through their access to bike scheme(s). This suggests that recent funding from the Scottish Government to encourage the uptake of e-bikes is reaching a lot of communities.

Schemes attempt to reach a broad audience, although gaps remain

In general, it would seem that the organisations running schemes are attempting to reach a broad audience of people. For example, around a quarter of the survey respondents provided children's bikes and 1 in 5 provided

adapted bikes to suit people with learning or physical disabilities. More than 70% of people using cycle to work are basic rate taxpayers, indicating that it is an affordable alternative to car ownership or public transport season tickets for people on all incomes. Broadly speaking, employed people, children, university staff and students and people living in major urban areas (particularly Glasgow, Edinburgh and the Forth Valley where on-street bike hire schemes are available) seem to be in the best position to use access to bike schemes. By contrast, adults who are self-employed or not working, and people living outside the Central Belt, appear to have less access.

The majority of organisations offered services beyond access to bikes. Cycle skills training, group rides and training in bike maintenance/repair were each offered by at least 60% of survey respondents. Anecdotally, access to bike schemes also have positive impacts in other areas, such as community cohesion, inclusion and supporting people back into work.

Schemes help meet the objectives of the Active Travel Framework

The Scottish Government's ambitions for cycling are contained in the Active Travel Framework, which brings together the key policy approaches to improving the uptake of walking and cycling in Scotland. One of the five high level outcomes of the Active Travel Framework is that 'walking, cycling and wheeling is available to all'. Schemes clearly have a major role in achieving this outcome, particularly where they target people who would find it hard to access a bike by other means (e.g. due to socio-economic circumstance or physical ability). Schemes can also help to meet other outcomes of the Active Travel Framework: by increasing the number of people who chose to cycle (e.g. by encouraging people to try out a bike for the first time); by making it safer to cycle (e.g. through providing support and cycle skills training); and by ensuring that delivery of cycling is promoted by a broad range of partners (as evidenced by the broad range of organisations responsible for running schemes).

Additional data is required on trip purpose, modal shift and bike recycling

The Active Travel Framework emphasises travel by bike for short, everyday journeys (e.g. cycling to work or school), rather than cycling purely for leisure. However, only a handful of survey respondents specifically stated that they collected monitoring and evaluation data on trip purpose and just two stated that they collected data on trip destination. It is possible that this data is being collected yet wasn't reported by survey respondents. For example, access to bike schemes funded through Smarter Choices Smarter Places are required to demonstrate how they will change people's everyday travel behaviour, and organisations such as CoMoUK make a point of collecting data on trip purpose and modal shift. However, it does appear that, broadly speaking, more emphasis could be placed on monitoring trip purpose and evaluating the impacts on users' everyday travel choices.

Furthermore, there is a lack of data on bike recycling/re-use. Around a quarter (22%) of survey respondents stated that they provided this service and the Community Resources Network Scotland has 39 member organisations that accepted bikes. However it was impossible to find data on the overall volume of bike recycling in Scotland.

6.2. Recommendations

The overall aim of this study was to gain a comprehensive understanding of access to bike schemes in Scotland, rather than to evaluate their impact or make recommendations for their future. Nonetheless, the research findings do suggest that the following recommendations might be helpful in maximising the benefits of access to bike schemes:

1. Provide multi-year funding to give organisations more financial security when running an access to bike scheme and to ensure that access to bike schemes can continue into the future and, where necessary, expand.
2. Set clear objectives for access to bike schemes, in line with the objectives and indicators of the Active Travel Framework. In particular, emphasise the importance of monitoring trip purpose and evaluating the impact on modal shift away from private car travel.
3. Consider whether it is necessary to collect national data on bike recycling and re-use in Scotland.
4. Consider whether it is necessary to increase access to bikes for adults who are self-employed or not working, and people living outside the Central Belt.

Appendix A - The access to bikes survey



Cycling Scotland -- Access to bike schemes

Introduction

Cycling Scotland has commissioned this survey into schemes that help people gain access to a bike. For example:

- pool bike fleets (employer, school, community, university, nursery etc)
- bikes available from 'active travel hubs'
- loans for ebike purchase
- public bike share
- bike libraries
- cycle to work salary sacrifice schemes
- bike recycling projects
- any other type of access to bike scheme.

The findings will make it easier to plan strategically to increase access to bikes for all, and identify gaps where additional funding could be targeted.

We would be grateful if you could answer the following 18 questions about your access to bike scheme.

If you are unable to answer some of the questions then please don't worry - all the questions are optional so please just answer as many as you can. We are grateful for any information you can give us.

Thank you very much for your time.

Cycling Scotland -- Access to bike schemes

About your access to bikes scheme(s)

1. What is the name of your organisation?

2. What type of access to bike scheme(s) do you run? (please tick all that apply)

- Pool bike fleet (employer, school, community, university, nursery etc)
- Public bike share/hire - short term loan (up to 24 hours)
- Public bike share/hire - long term loan (over 24 hours)
- Bike recycling/reuse
- Loan of a bike for organised rides, events, training etc
- Cycle to work scheme
- Other (please specify)

3. Who is the named key contact for your access to bikes scheme(s)? (we will only use the named contact for clarifications in relation to this survey)

4. In what year did the scheme(s) start?

Comments

5. Where is the scheme(s) located? Please provide a postcode.

6. Which local authority area(s) does the scheme(s) operate in? (please tick all that apply)

- Aberdeen City Council
- Aberdeenshire Council
- Angus Council
- Argyll and Bute Council
- City of Edinburgh Council
- Clackmannanshire Council
- Comhairle nan Eilean Siar
- Dumfries and Galloway Council
- Dundee City Council
- East Ayrshire Council
- East Dunbartonshire Council
- East Lothian Council
- East Renfrewshire Council
- Falkirk Council
- Fife Council

- Glasgow City Council
- Inverclyde Council
- Midlothian Council
- North Ayrshire Council
- North Lanarkshire Council
- Orkney Islands Council
- Perth and Kinross Council
- Renfrewshire Council
- Scottish Borders Council
- Shetland Islands Council
- South Ayrshire Council
- South Lanarkshire Council
- Stirling Council
- The Highland Council
- The Moray Council
- West Dunbartonshire Council
- West Lothian Council

Comments

7. Who is the target audience for the scheme(s)?

8. How many bikes are included in the scheme(s)?

9. What type of bikes are included in the scheme(s)? (please tick all that apply)

- General purpose bikes
- Children's bikes
- Adults' bikes
- Adapted bikes (i.e. to suit people with learning or physical disabilities)
- eBikes
- Low step through bikes
- Cargo bikes
- Other (please specify)

10. Do you offer any of the following training or support as part of the scheme(s)? (please tick all that apply)

- Cycle skills training
- Training in bike maintenance/repair
- Group rides
- Other (please specify)

11. Who is responsible for the day-to-day operation of the scheme(s)? (please tick all that apply)

Volunteers

Paid staff

Comments

[Redacted comment box]

12. Do you have any partner organisations who are also involved in the scheme(s)?

Yes

No

If yes, who are they and what role do they have?

[Redacted answer box]

13. Where does funding for the scheme(s) come from? (please tick all that apply)

User charges/fees

Donations

Sponsorship

Grants and fundraising

Local authority

Scottish Government

Core funding from your own organisation

Other (please specify)

[Redacted comment box]

14. How many years is the scheme(s) currently funded for?

- Less than one year
- One year
- Two years
- Three years
- More than three years
- Not applicable
- Comments

15. If you are able to share this information, what is the annual budget for the scheme(s)?

16. What are the long term plans and/or aspirations for the scheme(s)? E.g. is the scheme(s) over-subscribed? What would help you to reach more people?

17. Do you collect any monitoring and evaluation data for the scheme(s)?

Yes

No

If yes, what sort of data do you collect and is it possible to have access to it?

[Redacted text area]

18. Is there anything else you want to tell us about your access to bike scheme(s)?

[Redacted text area]

Cycling Scotland -- Access to bike schemes

You've reached the end of the survey. Thank you very much for your time.

Appendix B - Organisations that run an access to bike scheme(s)

Through contact with active travel delivery partners and other stakeholders, the following organisations were identified as running some type of access to bike scheme(s) in Scotland:

1st Step Development Ventures	Centre for Entrepreneurship Scotland	Dundee and Angus College
Aberdeen City Council	City of Edinburgh Council	Dundee City Council
Aberdeenshire Council	City of Glasgow College	Dundee City Disability Sport
ABMC	Clackmannan Development Trust	Dundee International Women's Centre
Action Party	Clackmannanshire Council	Easterhouse Phoenix
Alexandra Park Bike Hub/ Milnbank Housing Association	Clear Buckhaven	Edinburgh and Lothians Regional Equality Council
Angus Cycle Hub CIC	Clydebank Housing Association	Edinburgh College Students' Association
Applecross Development Trust	Commonwheel	Energy Saving Trust
Arran Eco Savvy	Community Asset Project	Energy Saving Trust/Home Energy Scotland
Assynt Development Trust	Community Food Initiatives North East	Fallin Community Enterprises/ Recyke-a-bike
Auchterarder Community Development Trust	CoMoUK	Fife College Students Association
Ayr Active Travel Hub	Coupar Angus Cycling Hub	Flourish House
beCyCle	Cycle Friendly Kingussie	Forth Environment Link/Falkirk Active Travel Hub
Bike Dufftown	Cycle Solutions (Cycle to Work) Ltd	Forth Environment Link/Forth Bike
Bike for Good	Cyclescheme Ltd	Forth Environment Link/Stirling Active Travel Hub
Bike Station Edinburgh	Cyclestation	Forth Valley College
Bike Station Perth	Cycling Scotland	Forward Coupar Angus
Bikes for Refugees (Scotland)	Cycling UK	Free Wheel North
Bikeworks Fife Ltd	Cycling UK/local affiliated groups	Fyne Futures
Blackwood Group	Cyrenians	Gallatown Bike Hub
Blantyre Soccer Academy	Darvel Community Trust	Gartmore Village Hall
Bressay Development Ltd	Drumchapel Cycle Hub	Getting Better Together Ltd
Bridgend Farmhouse	Dumfries & Galloway Council	Glasgow Caledonian University
Bute Community Cycling	Dunblane Community Development Trust	
Central Scotland Regional Equality Council	Dundee & Angus ADHD Support Group	

Glasgow City Council	Live Active Leisure	Play Together on Pedals Edinburgh
Glasgow Eco Trust	Loch Lomond and the Trossachs Countryside Trust	Play Together on Pedals Glasgow
Glasgow Kelvin College	Lochaber Environmental Group	Queen Margaret University
Glenboig Development Trust	Loreburn Housing Association	Rannoch Community Centre
Govan Community Project	Lornshill Academy	Renfrew Development Trust
Grampian Disability Sport	McLaren Leisure (Callander)	Roseneath Peninsula West Development Trust
Grangemouth Bike Library	Mid Argyll Community Pool	Rural Development Trust
Greener Kirkcaldy	Mid-Deeside Community Development Trust	SAPI
Halfords/Cycle2Work	Midlem Village Hall	Scotland's Learning Partnership
Hayburn Park Association	Midlothian Council	Scottish Borders Council
Health In Mind	Moray Sports Foundation	Scottish Veterans Residences
Healthy n Happy Community Development Trust	Mount Vernon Community Hall	Serco/Edinburgh Cycle Hire
Historic Environment Scotland	Neilston Development Trust	SEStran
Hitrans	nextbike/nextbike Glasgow	Shetland Community Bike Project
Hope Amplified	nextbike/nextbike Stirling	Shetlands Islands Council
Huntly and District Development Trust	NHS Dumfries and Galloway	Shotts Healthy Living
Inverclyde Community Development Trust	NHS Forth Valley	Simon Community
Inverkip Community Hub	NHS Highland	Socialtrack
Inverness College UHI	NHS Shetland	Soulriders
Just Cycle Ltd	NHS Tayside	South Lanarkshire College
Kilmarnock Active Travel Hub	North Ayrshire Council	South Lanarkshire Council
Kilmarnock Station Railway Heritage Trust	North East Scotland College	South Lanarkshire Culture and Leisure
Kinross-shire Community Sport Hub	North Fife Cycling Group	South Seeds
Kirknewton Community Development Trust	North Ronaldsay Trust	South West Community Cycles
Kustom Kruizers	Northmavine Community Development Trust	St Andrews Clermiston
Laggan Forest Trust	On Bikes	St. Paul's Youth Forum
Lambhill Stables	On Yer Bike Ayrshire	Stirling Council
LEAP	Ore Valley Housing Association	Sustrans Scotland
Leith Community Crops in Pots	Orkney Council	Tayside Institute Community Centre
Leonard Cheshire	Outfit Moray	Transition Linlithgow
	Paisley Housing Association	

Transition University of St Andrews	University of Strathclyde Student Association	West College Scotland
Transport for Edinburgh	University of the West of Scotland	West Dunbartonshire Council
Trinity Active Travel Hub, Irvine	Urban Roots	West Lothian Bike Library
Twechar Community Action	Velocity Cafe & Bicycle Workshop	Wheatley Group
University of Aberdeen	Venture Trust	Wheels of Fleet
University of Dundee	Volunteer Dundee	Y Sort It (Clydebank)
University of Glasgow	Volunteering Hebrides	YMCA Glenrothes
University of St Andrews	Well Foundation Community Sports	Yusuf Youth Initiative
University of Stirling		
University of Strathclyde		

Appendix C - Respondents to the online survey

The following organisations provided a response to the online survey:

1st Step Bikes	Cycling UK (Play Together on Pedals - Edinburgh)	Inverkip Community Hub
Aberdeenshire Council	Cyrenians Communities	Kilmarnock Station Railway Heritage Trust
Angus Cycle Hub CIC	Dumfries and Galloway Council	Lochaber Environmental Group
Applecross Community Company	Dundee and Angus ADHD Support Group	Mid Argyll Community Pool
Ardrishaig Bothy Cycling UK	Dundee and Angus College	Mid Deeside Community Trust
Arran Eco Savvy	Dundee City Council	Midlem Village Hall
Auchterarder Community Sport and Recreation	East Ayrshire Council / Ayrshire Roads Alliance	Mount Vernon Community Hall
Bike for Good	Energy Saving Trust (Grant Fund)	nextbike UK
Bike for Good (Bikes for All)	Energy Saving Trust (Home Energy Scotland eBike Trial Programme)	NHS Shetland
Bike Town - Healthy n Happy Community Development Trust	Energy Saving Trust (Loan Fund)	North Ayrshire Council
Bikes for Refugees (Scotland)	Fallin Community Enterprises t/a Recycle-a-bike	North East Scotland College
Blackwood Homes & Care	Forth Environment Link	Ore Valley Housing Association
Bressay Development Ltd	Forth Valley College	Orkney Islands Council
Bridgend Farmhouse	Gartmore Community Trust SCIO	Outfit Moray
Central Scotland Regional Equality Council	Getting Better Together Ltd	Queen Margaret University
Community Food Initiatives North East (CFINE)	Glasgow Caledonian University	Scottish Veterans Residences
City of Glasgow College	Glasgow Kelvin College	Serco (Edinburgh Cycle Hire)
Clackmannan Development Trust	Glenboig Development Trust	SEStran
Clackmannanshire Council	Grampian Disability Sport	Shetland Community Bike Project
Community Asset Project	Grangemouth Bike Library	Shetland Islands Council
Cycle Friendly Kingussie	Greener Kirkcaldy	SLP
Cycle Solutions (Cycle to Work) Ltd	HITRANS	South Lanarkshire College
Cycle2Work (Halfords)	HOPE AMPLIFIED	South Lanarkshire Leisure & Culture
Cyclescheme Ltd	Huntly and District Development Trust	South Seeds
		South West Community Cycles
		Strathclyde Students' Union

Sustrans	University of Dundee	West Dunbartonshire Council
Telugu Association of Scotland (TAS) & Rannoch Community Centre	University of Glasgow	West Lothian Bike Library
Twechar Community Action	University of St Andrews	Wheels of Fleet
University of Aberdeen	University of Stirling	Y Sort It - Street Bikes
	University of Strathclyde	YMCA Glenrothes
	Venture Trust	