

**energy
saving
trust**

Achieving an active
Scotland for all:
**ebikes, adapted
cycles and bike
shares**





Blazing Saddles'

All-Ability Network of cycling Hubs

Jan Brereton

Fabb Scotland





2013 - Blazing Saddles'

FABB!



Social Model of Disability

**People are disabled by barriers in society,
not by their impairment or difference.**

Think Access, Awareness and Assumptions

FABB!



Work in partnership

FABB!



14 Local Authorities

FABB!



**And would like to develop
right across Scotland**

FABB!



**Showing people how you
make cycling accessible**

FABB!



A more sustainable Hub

FABB!



What is Accessible Cycling?

FABB!



The benefits of accessible cycling

FABB!



Visit the Hubs

FABB!



What are the Obstacles?

FABB!



Cost of the bikes?

The venue?

FABB!



**What is Fabb's vision
for the future?**

FABB!



So how can you help?

Learn from partnership hubs

A National Bike Library

FABB!



Design a Virtual Bike Library

FABB!



They can all go cycling together

FABB!



**Let's change lives
by lending bikes!**

Contact:

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The Treehouse
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FABB!



Welcome

Keith Robertson

Roads Infrastructure and Active Travel
WorkStream Lead

Mobility and Access Committee Scotland

Where do we start?

Cycling for disabled people

Building blocks for inclusion

What is inclusion and where do we begin?

‘The right to live a life with dignity and respect and with choice and independence’.

What is access

Disability is the inability to see ability (Vikas Khanna, Chef, Author, Filmmaker, Philanthropist)

Accessibility means that people can do what they need to do in a similar amount of time and effort as someone that does not have a disability. It means that people are empowered, can be independent, and will not be frustrated by something that is poorly designed or implemented.
Alistair Duggin, Posted on: 16 May 2016 (.gov.uk)

The concept of accessible design is about making things accessible to all people (whether they have a disability or not).

Keith Robertson IEAD. DipTr.

The Importance of Including Disabled People

But where do we draw the line



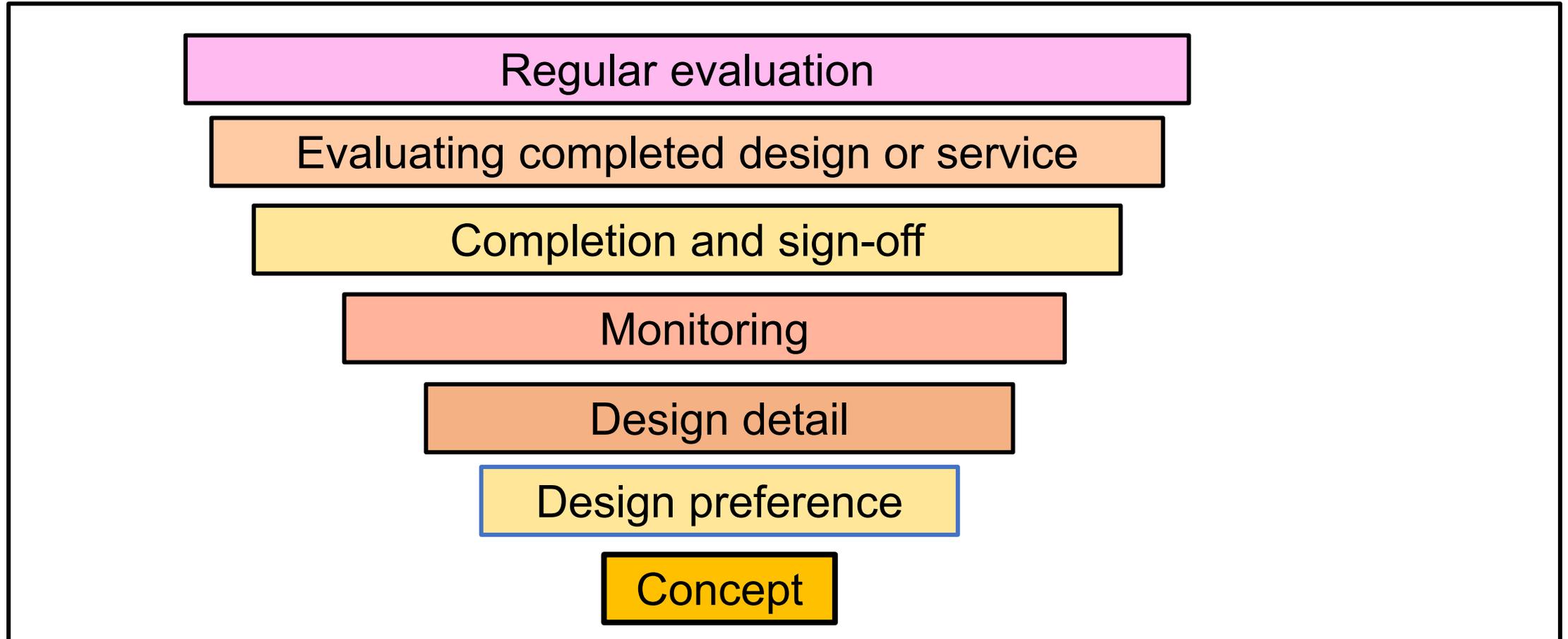
Just a small selection

Building blocks to Inclusion



There can be times when your mind feels a bit like this

Lets put things into perspective

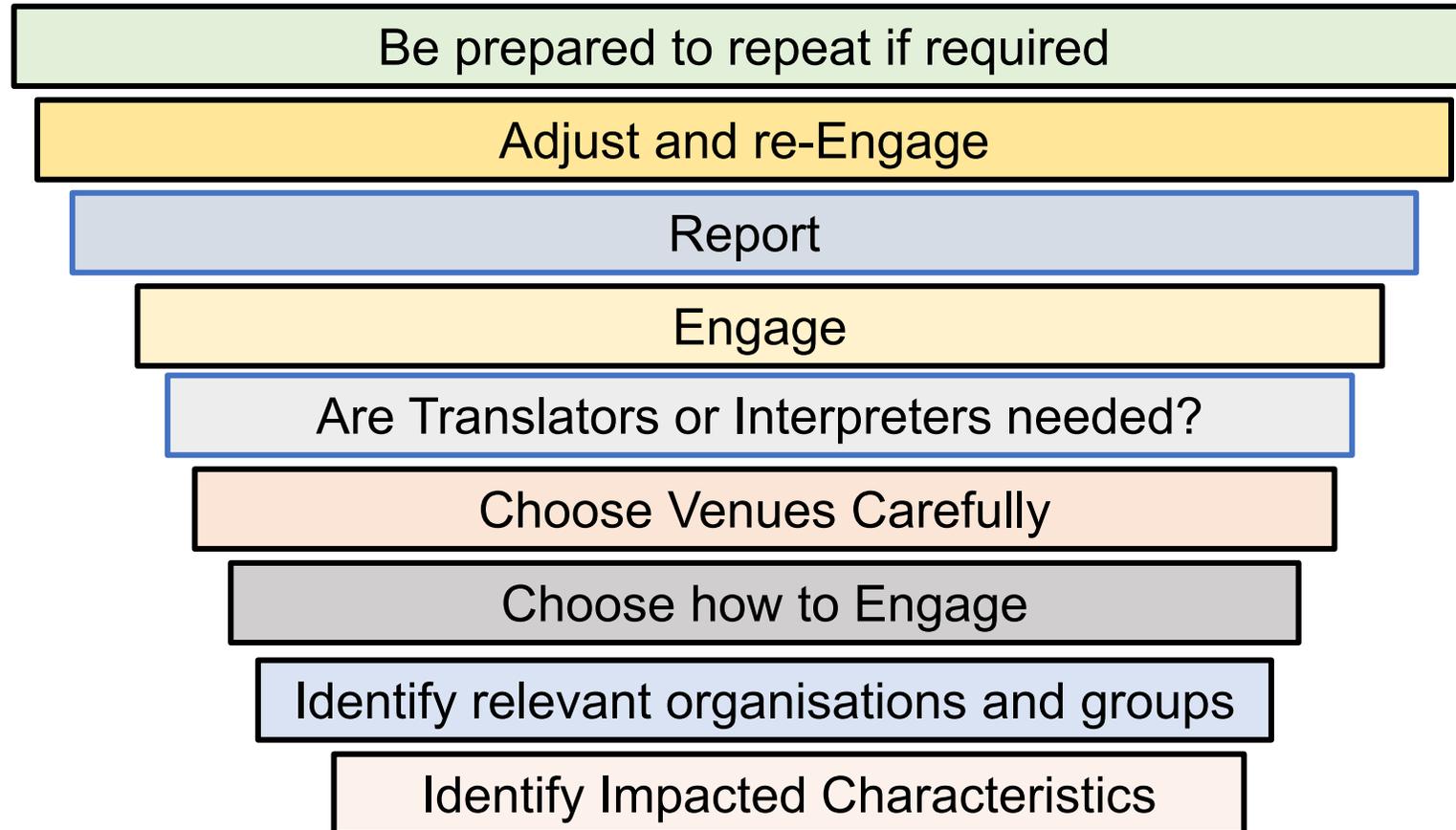


Who is affected



So how do we get there?

The building blocks



What is the best tool to use?



Equality impact assessment EqIA

Equality Impact Assessment (EIA) Template

Title of Policy/ Procedure	
College, School or Department	
Name and title of Lead Officer completing this EIA	
Contact Details	
Date EIA completed	

This form should be used in conjunction with written guidance using the key prompts for each question.

1. The purpose of the proposal or decision required

2. Evidence used/considered

Policy or Action:	Equality Groups	Positive:	Adverse:	Neutral
Policy of insisting that men should be clean shaven to work on the delicatessen counters	Race			
	Gender		✓	
	Disability			
	Sexual Orientation			
	Religion			✓
	Age			

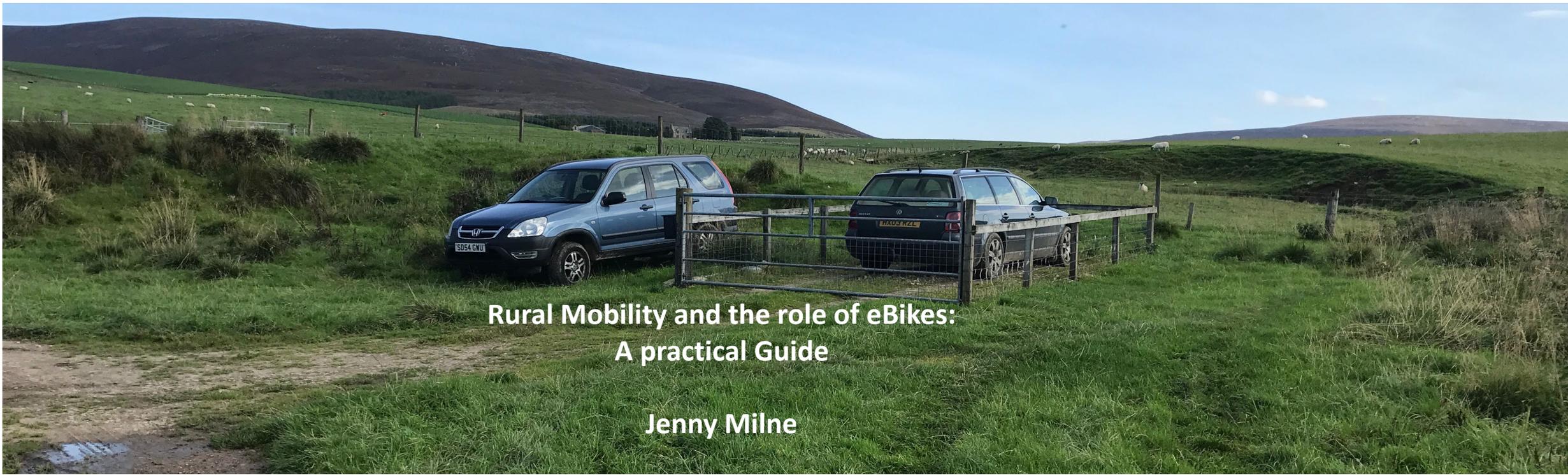
Thank you



Thank you for listening to my presentation today.

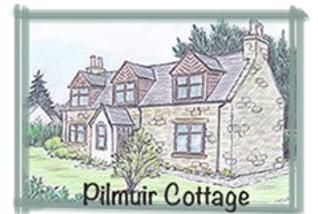
I hope that it was informative and helps with understanding of how important engagement is when putting together any service, policy or design

Anyone has any questions or comments I will do my very best to provide answers.



**Rural Mobility and the role of eBikes:
A practical Guide**

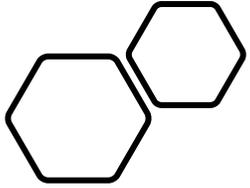
Jenny Milne





eBikes - The type of questions we ask ourselves

- Who owns an eBike?
- Where can we use eBikes?
 - Terrain
- How can we use eBikes?
 - Commuting
 - Rural v urban road setting
- How old do you need to be?
 - 14yrs +
- How do we charge them?
 - Not interchangeable charging can cause problems
 - Carry charger with you
 - It doesn't take that long to charge
- How long does the charge last?
 - Depends on how fast you go and the terrain!!!
- How much do they cost?
- How soon can I get one?
- Who's using them?



The Practicalities and stories – I've found from my rural experiences

- I'm a leisure cyclist and from time to time may use my bike for work or local destinations
- Weight and collection (tow bar)
- The eBike speed is faster than a pedal bike on the road
- Going to a meeting - car v ebikes
- Off road v road
- Safety with high speed wagons etc
- Secure storage for 1st/last mile or at destination
- Keys
- It's not to be transported between locations ie take on holiday





ZERO Carbon Daviot

Daviot, Aberdeenshire

- Community Driven project
- Huntly Development Trust and now EST – started 28th April 2021, 2 eBikes!
- ‘The Shop’ - local maps, most days they are rented out
- 8 people have bought their own eBike as a result
- Next Step: To purchase their own bikes, lock-ups, helmets etc

The Highland Story

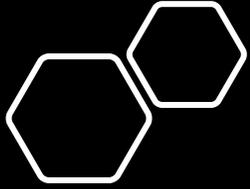
- EST, and part of the EU project INCLUSION
- Pilot areas Granttown-on-Spey, Aviemore and Fort William (6 in each area)
 - 105 users Aviemore
 - 236 users Granttown
 - 41 users Fort William
- COVID changed the scope from 1st/last mile to long term loans to key workers (April – August 2020)
- Replacing foot, car and pedal bike
- Visitors and Locals
- Working with local bike organisations/businesses



inclusion

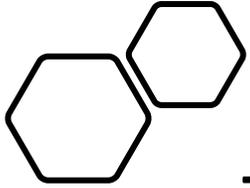
HI  TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

energy
saving
trust



How to make E-bikes Accessible?

- Accessibility = availability in rural areas - deploy with local communities who know the need and demands
- Partnership working with communities, users and local authorities
- Introduce sharing schemes in the community
- Communication Strategy – not just social media
- Provide infrastructure ie secure storage, charging points. E.g Cycling Scotland grant for accommodation providers
- Those recovering from illness – GP ‘green prescription’??



The Future

Practicalities need address
including charging infrastructure

Empower and equip communities
to undertake pilots

What is the role of eBike in
Combined Mobility or Mobility as a
Service



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www.ruralmobility.scot

www.cairngormsconnected.co.uk



Rural bike share: Improving access to cycling for all

Antonia Roberts
www.como.org.uk



CoMoUK

Charity providing:

- Guidance
- Networks
- Research



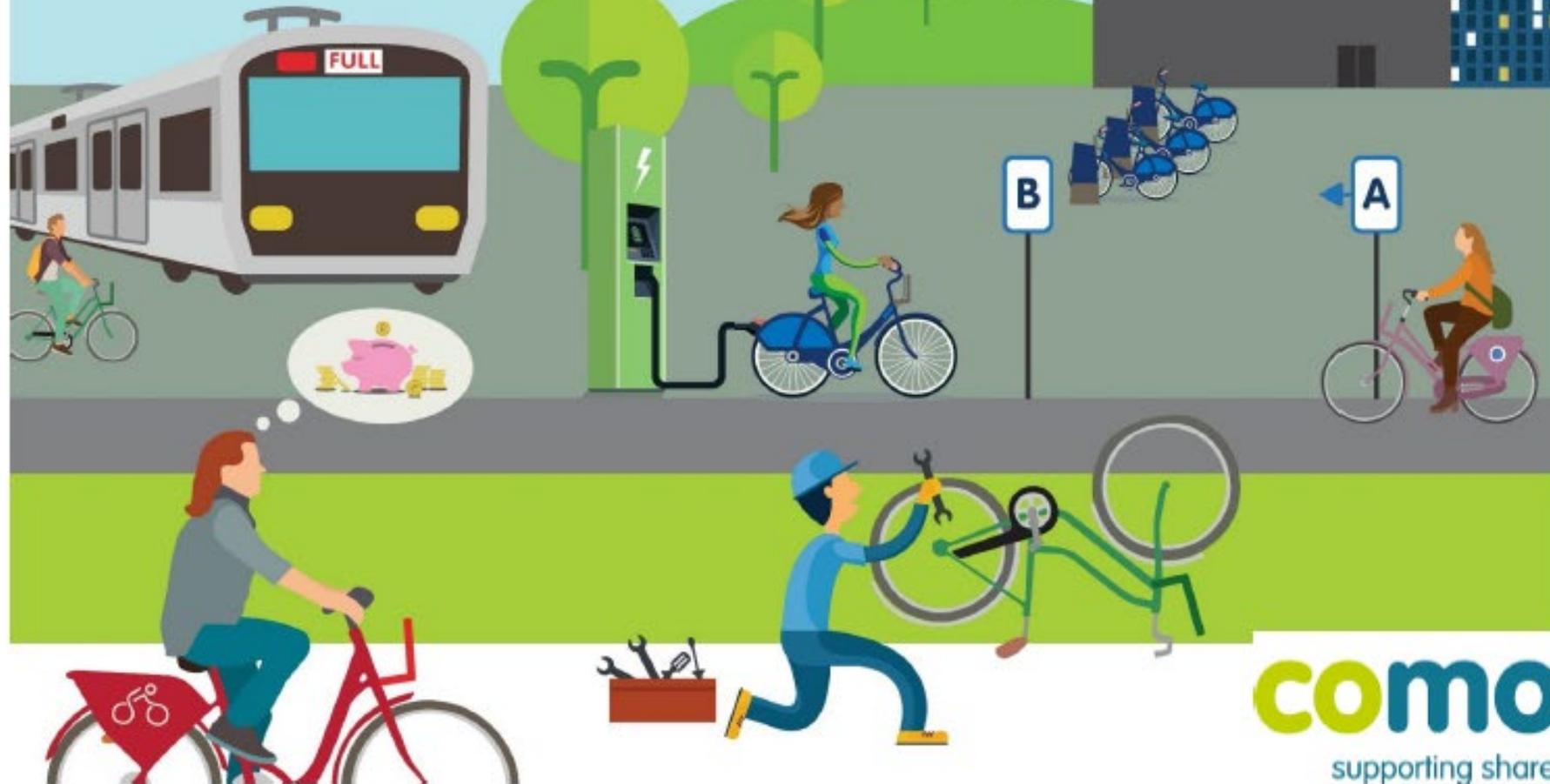
Types of bike share



Bike lockers

Why do people use Bike Share bikes over their own bike?

Bike share is a **complement** as
well as **alternative** to ownership



New riders

BIKE SHARE IS A TOOL FOR
RE-ENGAGING CYCLISTS



55%

OVER HALF OF BIKE SHARE USERS
SAID THAT BIKE SHARE WAS THEIR
CATALYST TO START CYCLING AGAIN

GREAT BRITAIN

Health

PHYSICAL HEALTH BENEFITS
ARE A MAJOR REASON FOR USE
OF BIKE SHARE



48%

SPECIFICALLY REPORTED ON
EXERCISE/PHYSICAL HEALTH BENEFITS
AS REASONS WHY THEY CHOOSE TO
USE THE BIKE SHARE SCHEME

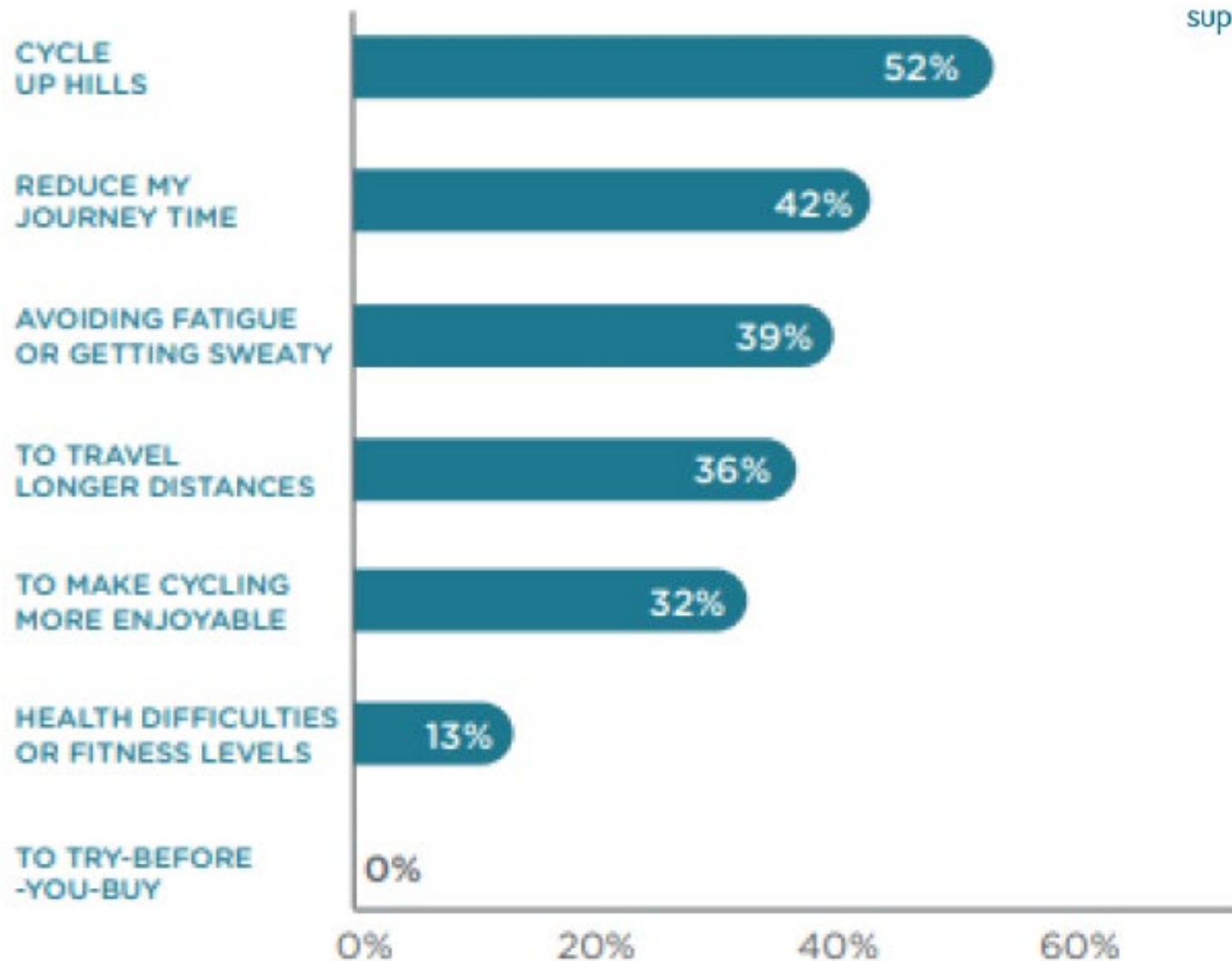
MENTAL HEALTH BENEFITS ARE MAJOR
REASON FOR USE OF BIKE SHARE



32%

REPORTED ON MENTAL HEALTH
BENEFITS AS REASON WHY THEY
CHOOSE TO USE BIKE SHARE SCHEMES

E-bike use



Car reduction

BIKE SHARE
REDUCES CAR USE



29%

RESPONDENTS WOULD HAVE MADE
THEIR LAST TRIP BY CAR (DRIVER OR
PASSENGER) OR TAXI, IF BIKE SHARE
HAD NOT BEEN AVAILABLE

SHARED E-BIKES REDUCE CAR USE
EVEN MORE THAN CONVENTIONAL
BIKE SHARE



48%

OF RESPONDENTS USING E-BIKES SAID
THEY USED THEIR CARS 'LESS OFTEN'
AS OPPOSED TO 36% OF THE WHOLE
SAMPLE

An Overview of Scotland's Bike Share Schemes



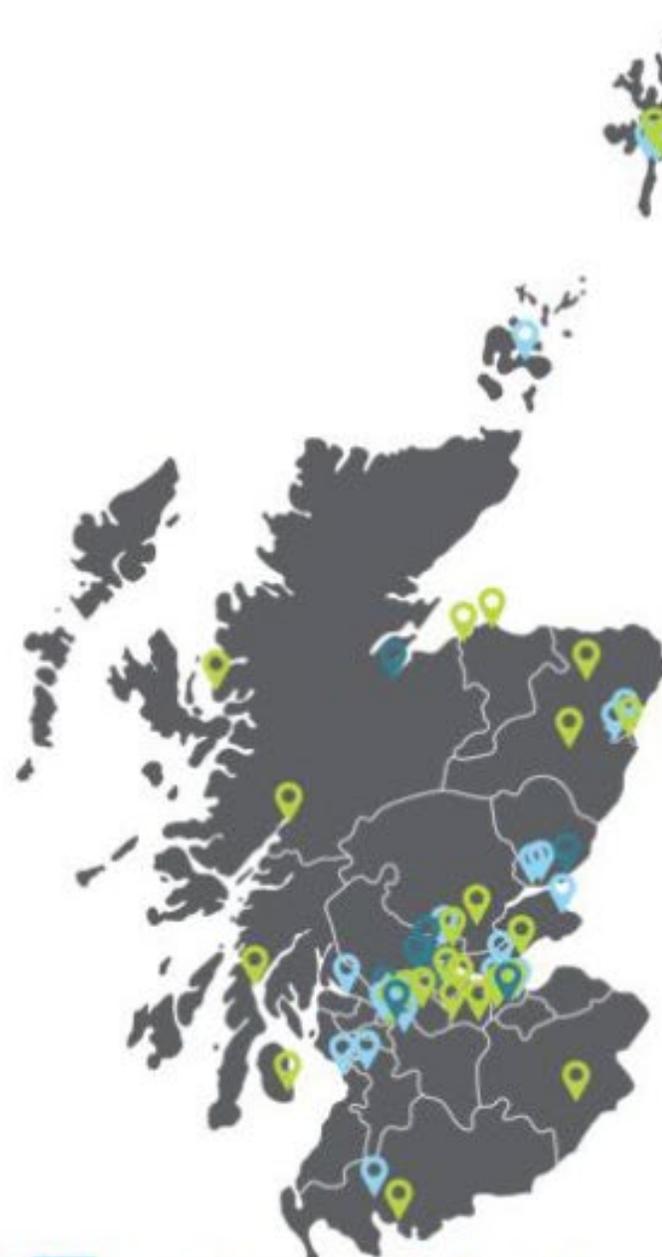
Organisational pool fleet for staff/members
(e.g. colleges/hospitals/councils/universities)



Community led
(e.g. bike libraries and loans for community members)



Public bike share
(larger on street bike share schemes)



Most of this information has been captured through Cycling Scotland's Access to Bike Schemes in Scotland report, produced by Transform Scotland.
www.cycling.scot/news-article/cycling-scotland-publishes-access-to-bikes-report



1. Planning

- Understand needs & opportunities.
- Residents, businesses, visitors
- Strategic partnerships



2. Logistics

- Self service or staffed
- Bike storage
- Booking systems
- Prices & charging



3. Success factors

- Mix of users
- Safe routes
- Marketing, events & supported rides
- Price structure



4. Sustainability

Maximise income

Hires /memberships

Advertising

Partnerships

Packages & events

Crowdfunding / community
shares

Reduce costs

Volunteer help

Sharing staff resources

Low tech solutions

Resale of bikes

Huntly Development Trust



How	Example / type of organisation running the scheme	Scheme details	Jobs required	Staff capacity
Employed project coordinator	Huntly Development Trust - Green Travel Hub Bike Shack (bike recycling centre) for maintenance	14 (22 by 2022) e-bikes and 4 individual lockers with power Facebook page, email or phone call to book - booking system is work in progress Physical handover of bikes or padlock keys to the 4 lockers	Bookings Scheduled maintenance Marketing Events Procurement Reports	2.5-3 days a week*

Dunblane

How	Example / type of organisation running the scheme	Scheme details	Jobs required	Staff capacity
Volunteer led	Dunblane Development Trust - small voluntary based organisation with grant funding	5 e-bikes loaned out to the community Kept in a community hall Access is via an online booking system then physical handover of bikes	Taking bookings Maintenance of bikes Road cycling training through guided rides	7x volunteer trustees

Resources

- Guidance
- Podcasts
- Forums / recordings
- 1:1 support
- www.como.org.uk



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www.como.org.uk



Achieving An Active Scotland For All

Projects enabling access to cycling

Small Beginnings:

- Novel, innovative project funded by Transport Scotland from April 2018.
- Hypothesis: Giving free access to bikes and a tailored programme of support will increase health and mobility; address transport poverty and reduce isolation.
- Aimed to support 150 individuals to cycle in the Inverness area.



Method

- Partnered with local medical professionals, community groups, bike shops and other third sector organisations.
- Worked with all three local independent bike shops.



224

bike loans

86%

had health conditions, low
income and/or experienced
transport poverty

Charlie

- Gentleman in his eighties.
- Referred through Velocity.
- Standard, upright bike not suitable.
- Loaned an e-trike in December 2019.
- Frequent participant in group rides.
- Continues to ride daily for exercise.



Shetland Happy and Active on Rad Ebikes (SHARE)

- Seven adaptive bikes were purchased for use by the Shetland Island Council Community Health and Social Care (CHSC) team with clients in residential care.
- The bikes arrived in July 2020 and were assigned to different residential homes in Shetland



Working in rural communities

- Bikes were placed with care centres for people with mental health conditions and very vulnerable elders on mainland Shetland and outlying islands.



Challenges and achievements

- Due to restrictions on travel and shielding during the pandemic, the bike use has been significantly curtailed in 20/21.
- The benefit of the bikes during the pandemic has been adapted to suit the needs of residents.
- Minimum total milage by CHSC = 56 miles (some trips transported more than one resident at a time, not all trips were able to be recorded).
- Four clients aged over 90, seven aged 75-89, one aged 67 and one aged 18 (other ages unknown).
- 6/14 female, 8/14 male (others unknown)

Successes

“I think they [the bikes] have been one of the best things that have ever happened to King Erik House for the auld folk.”

Support worker, King Erik House

“After a childhood experience I had absolutely no intentions of going anywhere near a bicycle. However, I felt very safe and reassured and thoroughly enjoyed my trip on the bike [Chat Rickshaw Bike] with the 2 Social Care Workers and was out again with others the following week. I look forward to my next trip.”

Client 3, aged 85

The Bothy

- 5 Bothies : 8 staff members
- Partnership project with multiple active travel and health focused funders.
- Grassroot community engagement - bridging gaps and fulfilling need
- Working with local health practitioners, community organisations, regional parks, environmental organisations, local authorities, community councils etc.
- Local campaigning and infrastructure improvement, greater sense of place and community



“You see my husband has got Alzheimer’s and he’s not able to go on a bike on his own now... it’s great to have Alec to take him out on the tandem... Alec, he’s very good with John.”



Ardrishaig Bothy

Rural Connections

- To deliver activities and opportunities for everyone in the 7 rural areas identified through an inclusive cycling and walking offer;
- - to walk, wheel and cycle, for everyday journeys, leisure, and adventure.
- Working across 7 rural Local Authorities
- Direct delivery of walking, wheeling and cycling activities
- Engage 5000 individuals
- Bring together networks within and across Local Areas
- £350,000 of cycles and equipment



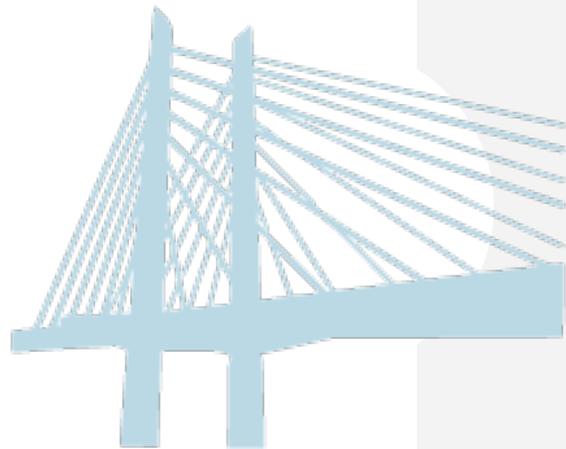
The Paratreker All Terrain is the four wheeled chair, and it is intended to get community groups and individuals to use this chair to decrease the use of their vehicle by using the chair to transport those with mobility issues to and from appointments, shops etc.



Adaptive BIKETOWN

PORTLAND, OR

Ryan Ross, Adaptive BIKETOWN Operations Manager



Adaptive BIKETOWN: Increase access to biking for people with disabilities



Program partners:



<https://adaptivebiketown.com/our-bikes>





HOW DOES ADAPTIVE BIKETOWN WORK?

Step **1** Make a reservation.

Visit AdaptiveBIKETOWN.com
Runs May 1 - October 31,



Step **2** Get fitted.

Depending on the individual,
this could take 10 minutes – 1 hour.



Step **3** Bike!



Step **4** Share your ride.

Tag #AdaptiveBIKETOWN on social media.





Adaptive BIKETOWN Work Group

Program Structure:

- Work group formed in 2017 with grant from City of Portland to explore adaptive bikeshare
- Pilot brings in 2 partners already operating in the space, Albertina Kerr and Different Spokes
- Different Spokes declines to participate after initial Pilot
- Albertina Kerr operates Kerr Bikes (bike rental nonprofit) and runs Adaptive Biketown
- Portland Bureau of Transportation helps explore partnerships, funding, promotion and other administrative needs of the program
- Nike and Lyft are vocal funding partners who help to fund operational and they also help with promotional efforts



Lessons Learned

- Program built for and by the community
- Use multiple methods of collaboration and engagement
- Continue to iterate with new technology



Lessons Learned cont'd

- Constant community engagement
- Working with organizations already existing in abilities spaces
- This is a program, not a business. We have seen the most success with free/event promotions
- Base your model around what your patrons want
- Get people on the equipment, not just showcasing unused equipment



Next Steps: At least for our program

- Exploring grants for patron bike ownership
- Partnerships with other nonprofits
- Group Rides/Calendar of yearly events
- On location riding skills camps
- Digital riding buddy forums
- Constant equipment research
- Always exploring new grant opportunities
- Season Passes, more hubs, point to point trips
- Low Income, Youth, BIPOC engagement
- Prescribe a bike, Accepting insurance



By The Numbers

- 2017: 64 Rides on 12 pieces of equipment
- 2018: 164 Rides on 12 pieces of Equipment
- 2019: 194 Rides 14 pieces of Equipment
- 2020: 44 rides on 20 pieces of Equipment
- 2021*: 190 rides on 22 pieces of Equipment
- Average trip length (in time) increasing every year
- Unique users increasing every year





Adaptive Biketown offers folks the ability to choose within their abilities a recreational vehicle of sorts to experience our beautiful city in a new way which is not only fun, but also good for the body, for the mind, and for the soul. - Deidre Hall

Thanks!

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Adaptive bike share survey Spring 2021

Robyn McCormack

Sustainable and Active Travel Policy Officer, Transport Scotland

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Corra Boushel

Research and Evaluation Manager, Cycling UK

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Who responded?

Responses from 207 disabled people and adaptive bike users across Scotland.

- 40% cycle already, 56% don't cycle but would like to
- 60% have no access to a suitable bike
- 14% have own adaptive bike, 15% ride an upright two wheeled bike or e-bike

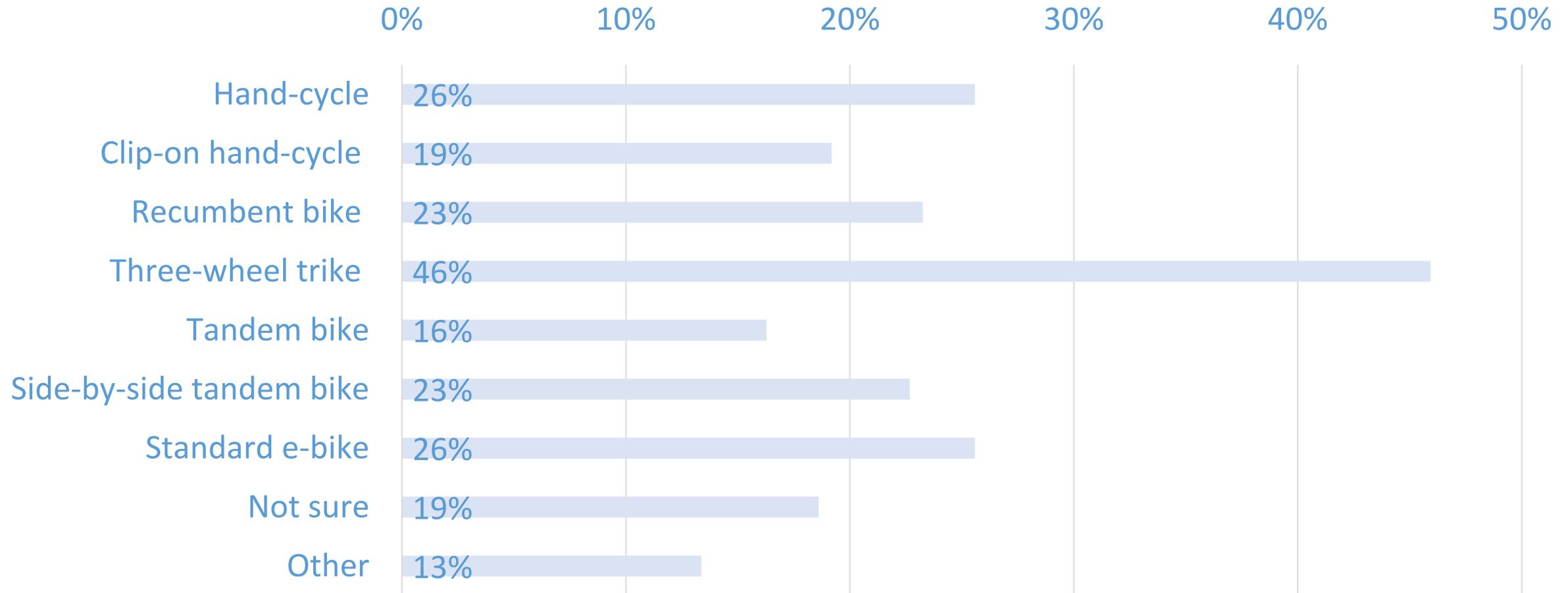
Diverse views



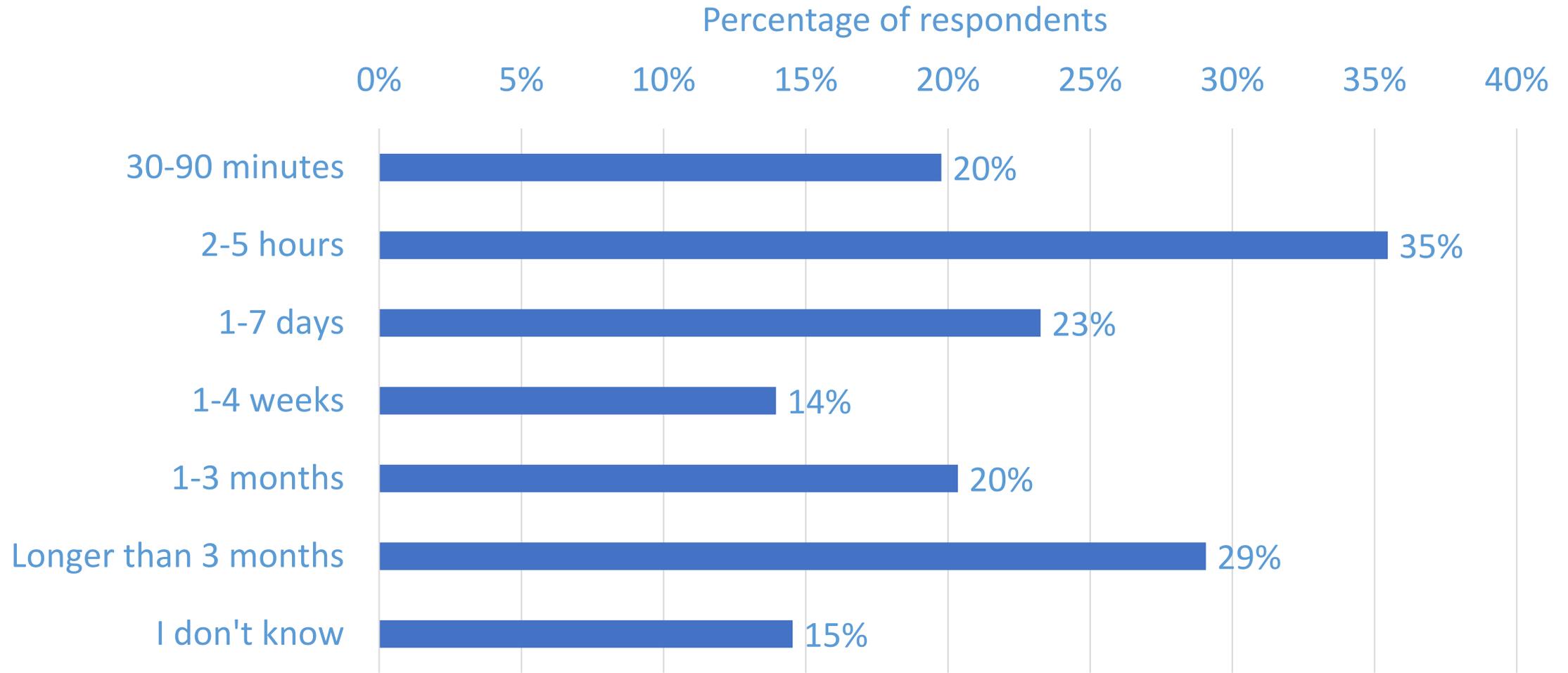
- Types of bikes
- Ideal length of rental

Preferred bike type

Percentage of respondents



Preferred loan length



Agreement



- Support to access bike loans
- Weekend riding
- Cycle infrastructure

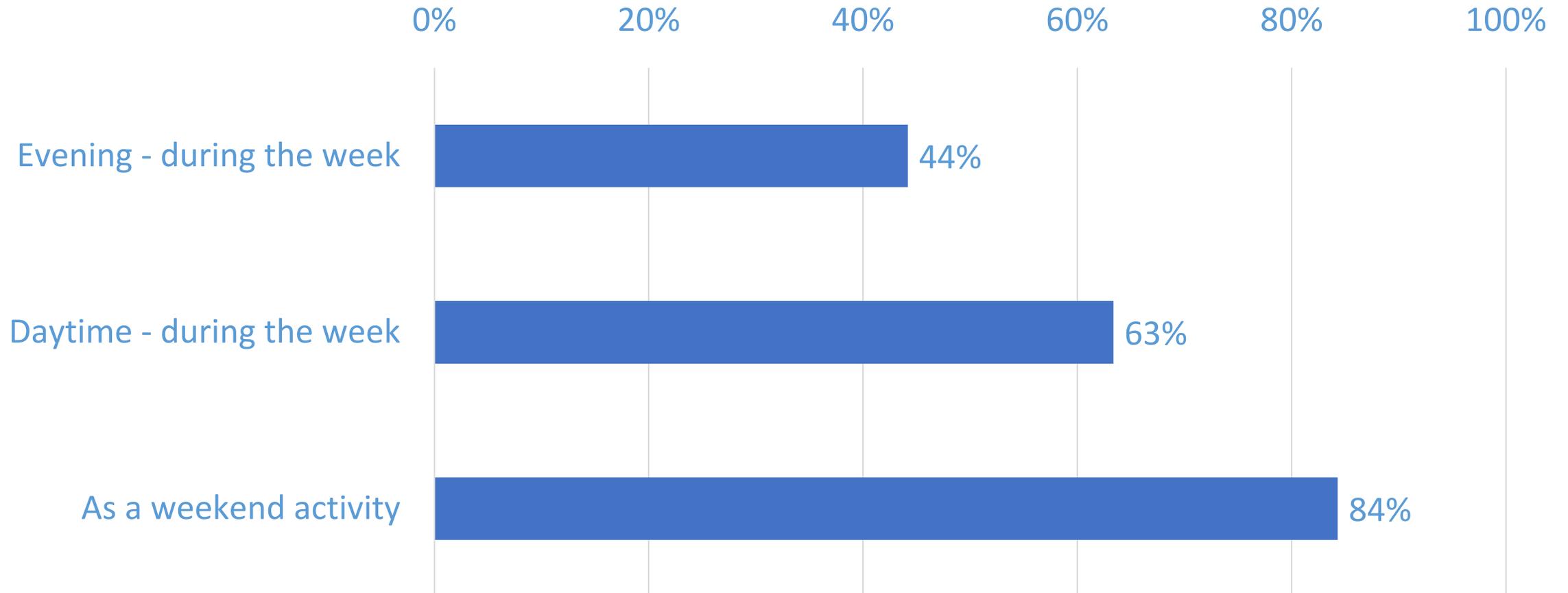
Support for access



71% said support was essential or initially important.

Popular times

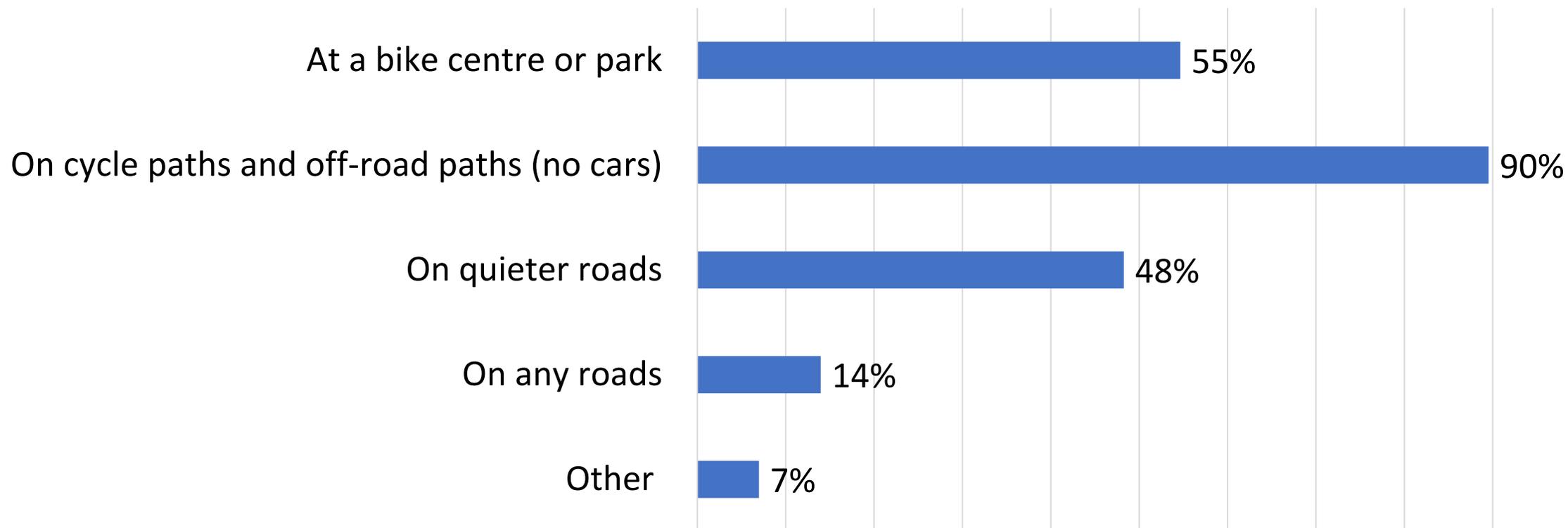
Percentage of respondents



Popular locations

Percentage of respondents

0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%



Future directions



- Next steps with partners

Interest in cycling

- 70% would use a bike once a week or more
- 95% for fitness/fun
- 45% as a mode of transport

Biggest challenges

1. Cost of suitable bike (55%)
2. Lack of suitable infrastructure (45%)

Delivering Inclusive Infrastructure Projects

Dan Jeffs
August 2021





Paths for Everyone



Liveable Cities and Towns



Places for Everyone

- Engagement
- Design
- Monitoring and Behaviour Change

Engagement

'Develop ideas collaboratively and in partnership
with communities.'


PfE Design Principles







Position: 728, 95, -261



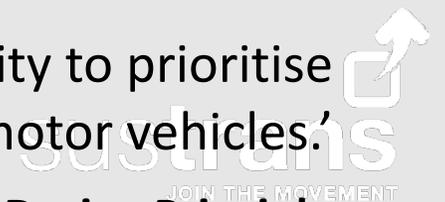
 Inventory



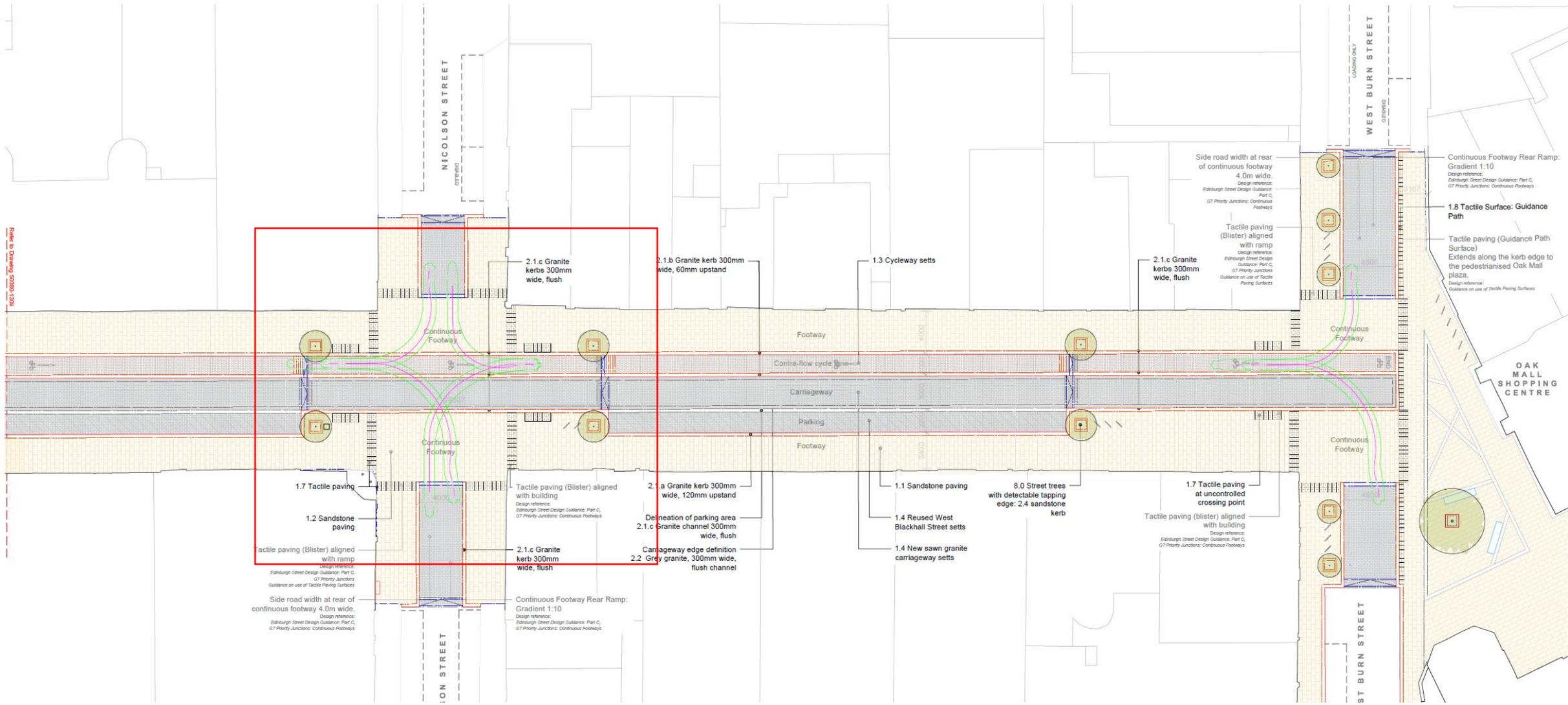
Design

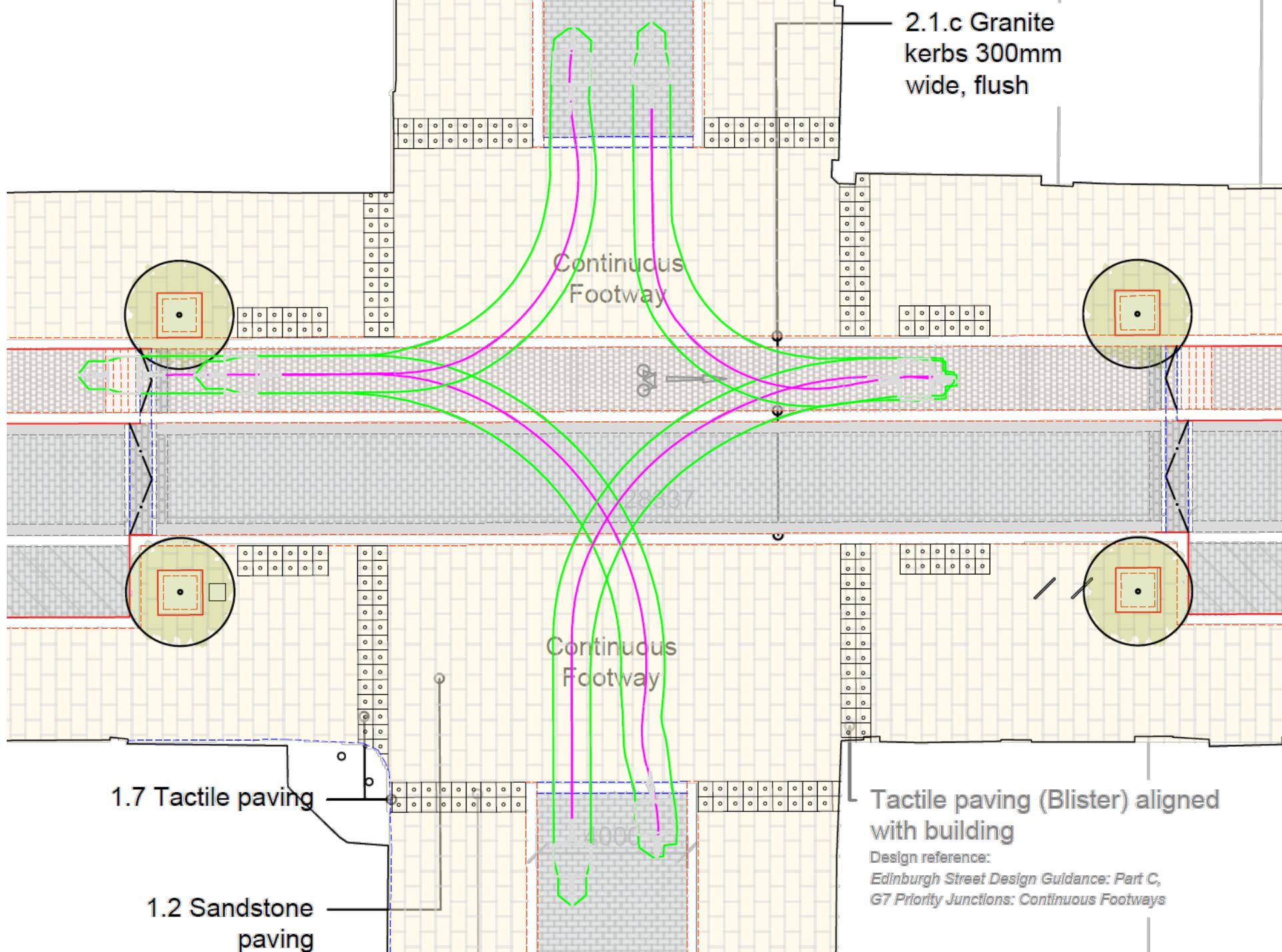
‘Reallocate road space, and restrict motor traffic permeability to prioritise people walking, cycling and wheeling over private motor vehicles.’

PfE Design Principle









Monitoring and Behaviour Change

‘Facilitate independent walking, cycling and wheeling for everyone, including an unaccompanied 12 year old.’

 **PfE Design Principle**









ACTIVE COMMUTE CLUB

Join us to rethink the commute this March

Calling all key workers and
work-from-homers
March is your time to get active



sustrans
JOIN THE MOVEMENT



#ACTIVECOMMUTECLUB

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

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

Join us on our journey.

Any questions: dan.jeffs@sustrans.org.uk

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland)
VAT Registration No. 416740656.

