

## GO e-Bike Project Impact Report

### 1 INTRODUCTION

- 1.1 This report provides an assessment of the overall impact and value of the ongoing **GO e-Bike** project that commenced in April 2018. GO e-Bike represents a total investment of £614,000 into transport, and into communities within the region. GO e-Bike is reaching the end of its second phase, with the implementation of community e-bike hubs and stand-alone stations completed. This report reflects on evidence of the positive impact of GO e-Bike project so far, referring to the latest annual summary report for 2019/20, which is based on surveys, case studies and monitoring of demand / use levels. The GO e-Bike annual summary report is appended for information on activities in that year.
- 1.2 This report has been produced in response to an action agreed at Performance and Audit Committee in June 2020.

### 2 THE GO E-BIKE PROJECT

#### GO e-Bike Core Aims

- 2.1 GO e-Bikes core aims are:

To improve access to and promote the use of e-bikes across the SEStran region. SEStran studies show that within our region there are gaps in public transport provision that act as barriers to accessing, work, hospitals, leisure, social interaction. Areas in the region with lower levels of public transport often also score high on the Scottish Index of Multiple Deprivation.

To use e-bikes to help address gaps in public transport provision in the region. These gaps act as barriers to accessing work, hospitals, leisure, social interaction.

To promote a healthier more active population, reduce inequalities in our communities and improve our environment.

E-bikes can make longer journeys easier or make any active travel journey more appealing for those who don't usually ride bikes. They can open up opportunities for cycling for people with a range of health, strength or mobility challenges. E-cargo bikes can also facilitate sustainable, cost efficient local deliveries and logistics for local groups and small businesses.

To develop sustainable hubs through a supportive network and partnerships. SEStran considers that developing a network will help achieve higher levels of bike use and secure long-term viability for community run hubs.

## **GO e-Bike Project Approach**

- 2.2 GO e-Bike involves the set-up of e-bike hubs, developed with a range of partners - Local Authorities, community organisations, charities and academic institutions. E-Bikes and support infrastructure are provided based on an assessment of the requirements for each hub, agreed with local stakeholders. Hubs can be community e-bike hubs managed by a local group, or fully stand-alone hire stations with e-bikes, or in the case of the Forth Bike scheme, be additional hubs within an existing e-bike network. SEStran takes a partnership approach, with local community groups or voluntary organisations, to facilitate the establishment of community led e-bike hubs. A unique approach to partnership arrangements is required for each hub location; the development of the overall project and the hub delivery is therefore responsive and flexible. The approach taken to setting up and supporting the hubs promotes the development of a regional network of sustainable e-bike projects moving beyond a standalone funding award.

### **Project background and wider context for e-bikes**

- 2.3 SEStran has promoted and supported the use of e-bikes for some years through its Sustainable and Active Travel Grants, in recognition of their potential to support longer distance active travel journeys. In 2017, a number of Grant applications for e-bikes prompted the creation of GO e-bike, taking a consistent approach, through linked hubs, to deliver e-bikes on a wider scale in the region. This included SEStran funding the UK's first electric-only bike share system, Forth Bikes, which operates throughout the Forth Valley.
- 2.4 SEStran secured funding from the Low Carbon Travel and Transport (LCTT) Fund in June 2019. The award was announced in August 2019 shortly after Transport Scotland's announcement of e-bike purchase loans for individuals, and funding for organisations to create e-bike fleets. The additional LCTT funding has helped GO e-Bike to successfully deliver hubs in further locations within the region.
- 2.5 E-bikes are now firmly in the mainstream of bike riding in the region which will sustain demand. The UK's largest entirely e-bike retailer showroom has just opened in Edinburgh; the Electric Cycle Company has expanded to a facility on Telford Road Edinburgh displaying ranges of e-bikes for daily riding, mountain biking, and cargo bikes.

### **GO e-Bike Hubs**

- 2.6 Through GO e-Bike, SEStran has funded eleven hubs in the region, from providing e-bikes only, to also providing e-cargo bikes, lockers, maintenance, training and volunteer development, and right up to providing full stand-alone 'stations' with infrastructure, or across the region.

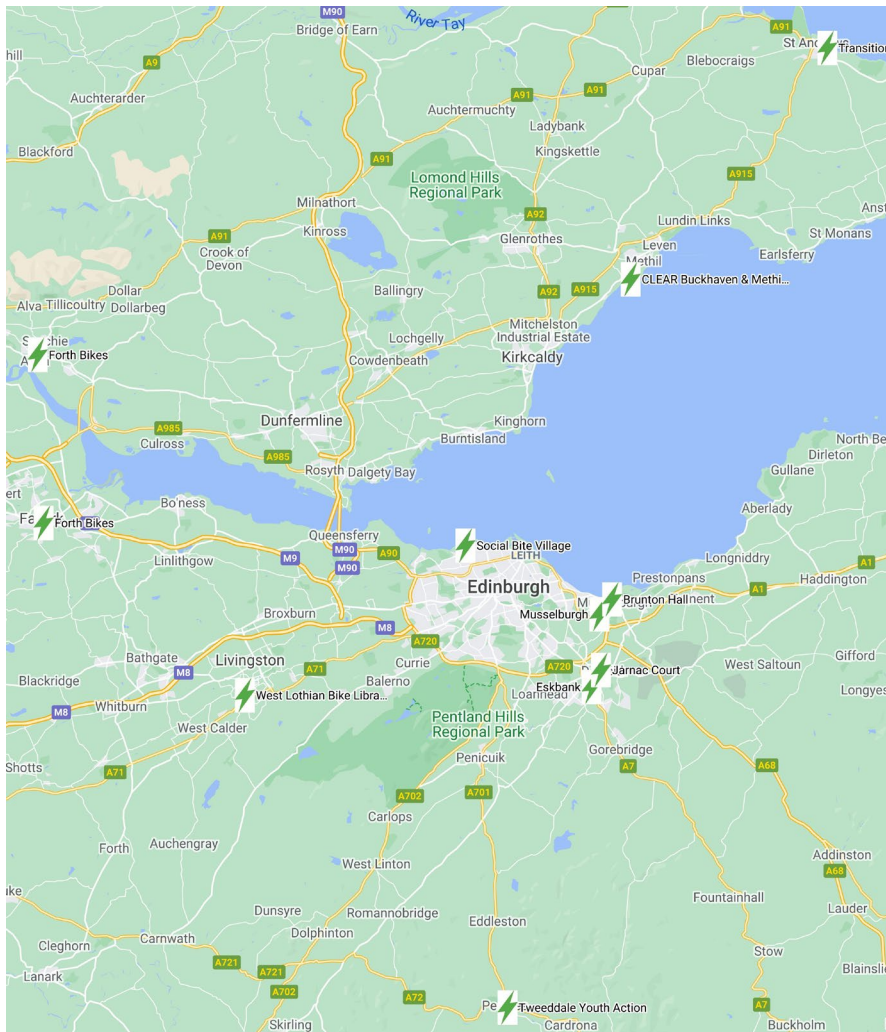


Figure 1 - Go e-Bike project locations

### Investment overview

2.7 The delivery of hubs is a clear measurable output, and their installation appears effortless but is in reality the result of significant partnership work to prepare and coordinate installation. As described, each hub's requirements are unique, and investment package reflects the location and type of hub. A summary breakdown of the funding investment into GO e-Bike hubs is as follows:

Location	Number of e-Bikes provided	Other equipment	Total GO e-Bike funding from SEStran to date
Social Bite Village Edinburgh	8 e-bikes	Hangar sheds and lockers	£40,000
<a href="#">Forth Bike</a> Clackmannanshire	6 e-bikes	1 station (stand-alone secure parking with ducted charging)	£73,000

Brunton Hall East Lothian	10 e-bikes	1 station, groundworks and supporting infrastructure	£104,000
Musselburgh Station East Lothian	10 e-bikes	1 station, groundworks and supporting infrastructure	
<a href="#">Forth Bike</a> , Falkirk	10 e-bikes	1 station	£73,000
<a href="#">CLEAR Buckhaven</a> , Fife	6 e-Bikes 1 e-cargo bike		£25,000
<a href="#">Transition St Andrews</a> , Fife	19 e-Bikes	Smart locks, app access and licensing.	£61,000
Jarnac Court, Midlothian	10 e-bikes	1 station, groundworks and supporting infrastructure	£104,000
Eskbank, Midlothian	10 e-bikes	1 station, groundworks and supporting infrastructure	
Tweeddale Youth Association Bike Punks Borders	10 e-bikes 2 e-cargo bikes	Bike Storage, panniers, locks and helmets.	£55,000
<a href="#">West Lothian Bike Library</a> West Lothian	9 e-bikes 1 e-trike		£37,000
Employer Bike Pool	12 e-bikes	Smart locks, app access and licensing	£42,000
<b>TOTAL</b>	112 e-bikes		<b>£614,000</b>

### GO e-Bike Scope of SEStran role

- 2.8 In addition to the funding investment, the scope of supportive partnership work that SEStran undertakes in relation to the GO e-Bike project includes:
- Monitoring and reporting on funding, including preparation of funding claims and financial management;
  - Liaison and communication with partners including the relevant local authority, community organisations, charities and/or academic institutions;
  - Procurement and contract management of an e-bike provider in relation to the provider's role (Bewegen Technologies Limited);
  - Coordination of the delivery of infrastructure at proposed hub sites identified in partnership with local authority, energy providers, construction teams;

- Overseeing establishment of local maintenance arrangements with partners for ongoing support for each GO e-Bike hub;
- Arrangement or provision of cycle training, in association with Cycling Scotland, including for using cargo bikes;
- Employer liaison, training and bike provision;
- Employer Roadshow scheme also provided short term trials of e-bike fleets to employers to promote active travel, to remove perceptual barriers they and employees may have to the potential benefits of e-bike use;
- Development and delivery of the Do the Ride Thing and GO e-Bike marketing campaign.

### **3. EVIDENCING IMPACT AGAINST PROJECT AIMS AND WIDER OUTCOMES**

#### **Impact against GO e-Bike Project aims**

- 3.1 SEStran's hub partners and station partners provide updates on progress, which can be used as evidence of impact and progress against project aims. The benefits reported by the hubs can reflect the context of each community organisation – and with voluntary boards and often staffed by volunteers, reporting styles do vary. Nonetheless, evidence can be extracted from updates provided by the hubs, and this is apparent in the attached annual report. Examples that show progress or impact against SEStran's GO e-Bike project aims are outlined below.
- 3.2 To improve access to e-bikes and promote the use of e-bikes across the SEStran region
- Forth Bikes scheme was, with GO-e-Bike funding, able to provide two further e-bike stations. This created vital links for populations settlements in the Forth Valley, and improved access to the bikes for a expanded population, with a diverse demographic. The combined population of Falkirk and Clackmannanshire is just over 200,000. 10 of Clackmannanshire's data zones fall in the 15% most deprived areas in Scotland, and 35 data zones in Falkirk fall in the 20% most deprived areas in Scotland.
  - In the Transition St Andrews hub, e-bikes are used by St Andrew's University staff for both work trips and over the weekend. The bikes recorded an average mileage of 660 miles per year, per bike. With a fleet of 19 e-bikes, their presence around the campus and city has helped increase general awareness of e-bikes in the area.
  - In Peebles and Innerleithen, Tweeddale Youth Association promoted its e-bikes in high street locations for local festivities, and at local events taking place in the Tweed Valley area, to raise awareness of the availability of the bikes to wider audiences. They were also made available at local hotels for visitors to the area and for use on led-rides at events, led by trained volunteers, thus increasing the visibility of e-bikes in the area.

- West Lothian Bike Library offers e-bikes for hire for a small fee, but in certain circumstances, they are loaned to community groups or individuals. A partnership between West Lothian Bike Library and a local holiday park has provided access to e-bikes for visitors during their stay, further increasing the visibility of e-bikes in the area and providing additional income to West Lothian Bike Library.

### 3.3 To use e-bikes to help address gaps in public transport provision in the region.

- In Dalkeith and Musselburgh, the train stations are located outside the town centre. E-bike stations have recently been installed at these points to improve access between the stations, town centres and wider area for local people and visitors. These sites are new, so data on usage is not yet available, however the bikes at these new standalone stations will allow for route tracking, which will facilitate data gathering on levels and patterns of use.
- At Social Bite Village in Granton, access to public transport is limited but there are good links to the off-road cycle network. For village residents, the availability of free e-bikes provides flexible and convenient mode of transport to access training, employment, services or leisure activities. (It has been reported that due to the availability of the e-bikes one older resident has also been enabled to continue their artistic practice by transporting essential materials and being able to travel around the city).

### 3.4 To promote a healthier more active population, reduce inequalities in our communities and improve our environment.

- At CLEAR in Buckhaven volunteers regularly use the hub's e-cargo bike to help carry tools, materials or cleared matter. Volunteers, including those that do not drive, are able to carry out tasks and activities across a larger area without reliance on a car or van. This has expanded the local area of impact of the organisation and increased volunteers' ability to take part in these activities independently and in small groups.
- At Tweeddale Youth Action hub, the two e-cargo bikes were used by trained young people who were volunteering within the charity's catering project (Food Punks). The bikes were used to help access local events, making it easier to move equipment and supplies on site.

### 3.5 To develop sustainable hubs through a supportive network and partnerships.

- SEStran has utilised organisational knowledge of local areas and existing cycle groups and community networks to provide support to the hubs as they are set up and help develop a wider regional support network. Knowledge sharing days and trips between hubs have helped to build the capacity of hub partners.

- West Lothian Bike Library has shared e-bike and e-cargo bikes with other local community groups, such as local food distribution charities, thus developing stronger links and expanded customer base within their communities.
- West Lothian Bike Library arranged for access to e-bikes for NHS key workers since the beginning of Covi-19 restrictions, thus developing an important partnership link into mainstream health services and for individuals employed in health care.
- Through SEStran's ongoing partnership with Cycling Scotland, the jointly funded Regional Cycle Training and Development Officer has arranged tailored training and support for the Go e-Bike hubs. This has increased the capacity of hub organisations and helped expand the number of trained cycle leaders and trainers.
- SEStran has developed a website for [GO e-Bike](#) and a marketing campaign to support the project, called '[Do The Ride Thing](#)'<sup>1</sup>. The campaign aims to promote and support using a bike (including e-bikes) or other wheels to get around. The campaign aims to provide advice and information about cycling and active travel – to encourage everyone to travel this way as much as possible with the core message – “it’s good for you, good for others and good for the planet.”

### 3.6 Evidence of impact and value against SEStran's core objectives

The GO e-Bike Annual Report demonstrates there are additional socio-economic and environmental outcomes which arise from the availability of e-bikes and GO e-Bike hubs. These directly relate to and contribute to SEStran's four core Strategic Objectives expressed in the 2015-25 Regional Transport Strategy (which in turn align with the four priorities of the Second National Transport Strategy):

- Economy – to ensure transport facilitates economic growth, regional prosperity and vitality in a sustainable manner;
- Accessibility – to improve accessibility for those with limited transport choice (including those with mobility difficulties) or no access to a car, particularly those living in rural areas;
- Environment – to ensure that development is achieved in an environmentally sustainable manner;
- Safety and Health – to promote a healthier and more active SEStran area population.

#### Environment

- **Reducing emissions.** The Transition St Andrews GO e-Bike fleet of 19 bikes had, by the end of year two, undertaken 11,556 miles with an average of 660 miles per year per bike, with many hires for short duration trips across town or for meetings within University campus sites. An additional survey found that e-bike journeys displaced 23%

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<sup>1</sup> <https://www.dotheRIDething.co.uk/>

of staff private car journeys, equating to 2657miles at 280gCO2/miles, and saving 0.7tCO2e.

### Economy

- **Promoting skills and employability.** Eight young people from the Tweeddale Youth Action group in the Scottish Borders went through the Cycling Scotland's certificated [Cycle Ride Leader and Led Ride Assistant Course](#). Completion of this course has enabled some of the young people to go on to support led rides being run by other local cycling organisations. Full details of training and support provided as part of the project can be found in the 2019/20 Go e-Bike Annual Report.
- Tweeddale Youth Action also involved young people in using the e-cargo bikes to trial micro enterprise approaches, including a sustainable delivery service with local takeaway restaurants and a sustainable waste collection service for local businesses and for individuals.
- In St Andrews, staff are required to undertake [Cycling Scotland's Essential Cycling Skills](#) training before using the e-bikes, this has resulted in over 100 individuals receiving the training, improving their skills, confidence and awareness when riding a bike.

## **4. COVID-19, HUBS OPERATION AND RESILIENCE**

- 4.1 A flexible and strong partnership relationships appear to be factors in the resilience of the overall GO e-Bike project in dealing with rapid changes during the Covid-19 pandemic. During spring and summer 2020, a significant increase in bike hire and usage was reported. Forth Bikes recorded 9,000 trips totalling 22,000 miles in the March to June period, which was half the annual total of the previous year. This was entirely in keeping with trends everywhere for greater levels of cycling (the same period saw demand for bike purchases exceed supply in south east of Scotland, as worldwide).
- 4.2 In summer 2020, Tweeddale Youth Action notified SEStran that, in line with national guidelines, it had ceased its activities around its e-bike project. SEStran arranged for all e-bike assets to be temporarily loaned to West Lothian Bike Library and to another project, Forth Environment Link, to help meet increased demand for bikes. In autumn 2020, TYA concluded they were no longer able to run the hub/project, and SEStran worked hard to secure a nearby organisation, Tweed Valley Tourism BID, to prepare to take on the running of a hub. This will have a distinct focus, but also be more visible and accessible for local uses.
- 4.3 There were delays to planned installation of electrical ducting, station base slabs and bike racks in East Lothian and Midlothian due to restrictions around contractor working arrangements, and this led to a later backlog. The installation of the hubs was finalised in February 2021, following several meetings to re-arrange dates and permissions with services and the Local Authorities.



4.4 The 'Do The Ride Thing' online campaign was adapted to support COVID-19 Scottish Government messaging<sup>2</sup> in summer 2020, and to help promote positive active travel behaviours, in response to the rapid increase in levels of cycling and active travel during the first lockdown, particularly with people new to cycling.

## 5. CONCLUSION

5.1 The GO e-Bike project gathers project updates from the hubs and partners each year, to help inform the project's annual reports. It is apparent that for a project involving significant investment, the network that has been developed is providing a high quality and affordable, sustainable travel and journey option in areas of the region that may have less local mobility options than large urban areas. The network is delivering positive impact around travel choices and behaviour.

5.2 The process of assessing the impacts of the project for this report has been beneficial. It has illustrated how a network of funded hubs and their activities deliver against the projects core aims, and it has shown that the project contributes to SEStran's Regional Transport Strategy objectives, which align to the Second National Transport Strategy priorities.

## 6. Recommendations

6.1 Committee is asked to note the positive value and impact in the region outlined in the GO e-Bike Impact Report and Go e-Bike Annual Report 2019/20.

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Date 5 March 2021

Policy Implications	There are no new policy implications arising from this Project Impact Report
Financial Implications	There are no new financial implications arising from this Project Impact Report
Equalities Implications	There are no new equalities implications arising from this Project Impact Report
Climate Change Implications	There are no new climate change implications arising from this Project Impact Report

## Appendices

Appendix 1 GO e-Bike Annual Summary 2019/20

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<sup>2</sup> <https://www.dotheidething.co.uk/covid-19/>

**GO**  
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South East of Scotland  
Transport Partnership

# Go e-Bike 2019-20 Summary Report



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# Introduction

Go e-Bike aims to improve access to and promote the use of e-bikes across the SEStran region. The project involves the set-up of e-bike hubs, developed with a mix of Local Authorities, community organisations, charities and academic institutions. E-Bikes and support infrastructure are provided based on an assessment of the requirements of the proposed hub in partnership with local stakeholders. Each hub is unique and tailored to its community to support long term sustainability.

Ongoing support is provided for each GO e-Bike hub. SEStran also offers cycle training in association with Cycling Scotland. Each hub supports the sustainability of the program by helping to promote GO e-Bike and contributing to ongoing research.

By providing access to e-bikes locally, GO e-Bike aims to promote a healthier more active population, reduce inequalities in our communities and improve our environment. GO e-Bike currently has five hubs in operation with a further two in development. Alongside the hubs, an Employer Roadshow scheme ran from May to October 2019, offering short term trials of e-bike fleets to employers to promote active travel.

This report provides a summary of year two of the Go e-Bike project during 2019/20.



# 2018/19 GO e-Bike Hubs – Year 2 Summary

## **West Lothian Bike Library - Local e-bike loans West Lothian**

West Lothian Bike Library (WLBL) is a not for profit, community interest company (CIC). They help people to get active and connected through cycling and associated activity. They aim to tackle inequalities in health by making cycling an activity for all, regardless of background, income or ability.

They run a range of projects and activities aimed to improve health and increase independence, confidence, employability and skills. Where cost is a barrier to cycling, recycled bikes are donated and/or loaned free of charge to those in need. They also offer low cost repairs and sales of recycled bikes meaning more people can own a bike and keep it on the road cheaply, whilst raising funds to enable us to donate services to those who need them.

As part of the first year of Go e-bike, nine standard e-bikes were offered on short hire periods with a try before you buy offer of £25. E-bikes are available for the week (Monday – Friday) or weekend (Saturday-Sunday). E-bikes were also offered out for free or for longer time periods in certain circumstances, for instance individuals recovering from injury or to those on lower incomes.

One e-trike was also included to open up the offer to a wider all-ability audience and is available on longer term loan. A referral scheme was established with PedalPower Bike Shop, the Giant e-bikes which were stocked there were chosen to offer a try before you buy offer with a negotiated 10% discount in lieu for the promotional work.

### **Year two summary**

WLBL continued their referral scheme with Pedal Power Bike Shop and continued to loan out their fleet of e-bikes. Additional opportunities were developed to work with local holiday accommodation providers to offer out e-bikes for hire. WLBL also supported the Employer scheme in the second year. Following the end of the Employer roadshow in October 2019, the fleet of e-bikes were provided to WLBL to increase their available fleet for loan to the local community. Two fleet bikes that were no longer serviceable were provided to West Lothian College to support technical training for students.

## **Transition St Andrews - St Andrews University staff pool bikes**

In Fife, University of St. Andrews's 300 staff were provided access to a fleet of twelve Gazelle e-bikes providing an alternative travel mode for staff at the different campus sites including those moving to the new Eden Campus which is four miles from the centre of town. The e-bikes are available on either a short or long-term basis, accessed via smart lock and app technology.

Staff were required to undertake a short induction into the Go E-Bike's as part of the Universities Health and Safety procedures to check on competence and provide some guidance. Initially, this was seen as a barrier to take up, but this concern has not been borne out by the consequent bookings. The first cyclists were trained on the 18<sup>th</sup> June 2018 and over 100 members of staff have undertaken training up to March 2019.

The main aims of the GO e-Bike project for the University of St Andrews were to reduce private car use by:

- Providing an alternative travel mode for staff moving to the new the Eden Campus which is 4 miles from the centre of town.
- Creating a new transport link between the Town and Leuchars train station for staff
- Providing staff with a fast and efficient method of moving around town without vehicles
- Promote Cycling and E-Bikes as a way of commuting to work

## Year two summary

An additional seven e-bikes were added to the St Andrews hub in 2019, increasing the fleet to 19 e-bikes. It has continued to prove popular, with a total of 2078 hires from March 2019-March 2020. There were also 99 staff who went through Essential Cycling Skills training to enable them to use the bikes and there were 98 total users. Most users are regular with 75 people undertaking three or more hires and 18 people more than 30 hires. The fleet has now undertaken 11,556 miles with an average of 660 miles per year per bike. Many hires are for short duration trips across town or for meetings within work. An additional survey found that E-Bike journeys displaced 23% private car journeys (2657miles at 280gCO<sub>2</sub>/miles) saving 0.7tCO<sub>2</sub>e.



## CLEAR Buckhaven – Fife

Six e-bikes were available on loan mainly for work (occasionally leisure) activities to the staff and up to 40 volunteers of CLEAR (Community-Led Environmental Action for Regeneration). Active community organisation CLEAR is based in Buckhaven a former mining community on the central Fife coast, part of the Levenmouth conurbation – the largest settlement in Scotland with no rail links.

An electric cargo bike is shared by trained staff to move tools and produce between community growing spaces, orchard and woodland sites comprising over 10,000 trees. The e-cargo bike has freed up staff resources and provide a low-carbon alternative to transport tools and various produce from the orchards.

## Year two summary

The e-bikes are in regular use by CLEAR volunteers to carry out tasks around Buckhaven, one has been provided on long-term loan to the staff of another local charity. The e-bikes are also being offered for one-time bike runs (usually older people) or for test runs. The cargo bike is in periodic use to support the bike workshop (ferry donated bikes from lockup to workshop) as well as to support community gardening activities (carry planting/gardening items between sites).



## 2019/20 GO e-Bike Hubs – Year 1 Summary

### **Bike Punks Tweeddale Youth Action – Scottish Borders**

#### **Background**

Tweeddale Youth Action is a youth led organisation. Through providing free opportunities for all they support young people to access advice, develop skills, confidence, a sense of belonging and responsibility within the community.

Bike Punks started in 2015 as part of Tweeddale Youth Action's Climate Challenge Funded project to raise awareness and encourage behaviour change in young people in Tweeddale.

Through Bike Punks, young people are taught how to repair and maintain bicycles as well as fixing up donated bikes. In addition to this, Bike Punk lead, artist, sculptor and metal worker, Aegir Maciver supports young people to design and build items using scrap bicycle parts.

The Go e-Bike project supported Bike Punks to expand the offer available from their hub in Innerleithen through the provision of ten e-bikes for affordable public hire. Bike Punks were also provided with two e-cargo bikes to develop and explore micro-enterprise opportunities.



## Year 1 Summary

Bike Punks had a busy first year exploring different opportunities for using the e-bikes and e-cargo bikes in their local community. Ten e-bikes were offered out to the public for hire. This offer was supplemented by advertising the e-bikes at a variety of events and on local high streets during weekends. To increase awareness and availability of the e-bikes, they were also hosted at local hotels and other local businesses.

The two e-cargo bikes were used in a variety of ways. The e-cargo bikes were utilised to support the catering arm Food Punks at local events, making it easier to move equipment and supplies on site. A number of trials were also implemented, including a sustainable delivery service with local takeaway restaurants and a sustainable waste collection service for local businesses and for individuals.





Local young people have taken part in Cycle Ride Leader training through SEStran’s partnership with Cycling Scotland. This training provided them with the skills to take groups on led rides around the local area utilizing the fleet of e-bikes. Following on from this training, a four-day Cycle Trainer course was delivered at the hub to enable the staff and a small group of young people to go on to train children and adults themselves in the local area.

## **Social Bite Village – Granton**

### **Background**

The Social Bite Village is located in Granton, Edinburgh, approximately 5 miles by bicycle to most central Edinburgh attractions. The Social Bite Village is a project that combines an innovative housing model, using vacant council owned land, along with a supported community environment. The project is entirely geared at breaking the cycle of homelessness and giving residents pathways into employment and permanent housing.

The GO e-Bike scheme aimed to help community members including staff and volunteers be better connected to the surrounding area, the cycle path network and the centre of town. The easy access to the network of cycle paths also makes it easier for those without the road skills or confidence to get around.

The E-Bikes can also be used by community members for visiting their friends and family. The provision of e-bikes enables travel that is free, not limited to timetables, and is inclusive for broad levels of fitness.

## Year 1 Summary

The Social Bite Village hub has eight e-bikes available for use by residents and staff. The e-bikes are in place to enable improved accessibility for residents and provide a flexible, free and active mode of transport. The project was also supported by provision of secure cycle storage on the site. The e-bikes enable improved access to employment opportunities and support services and increased opportunity for active travel with the added benefits to physical and mental health.

## Developing a network

An important element of the Go e-bike project is promoting shared learning between the hubs as well as with other SEStran partners to create a network and to support sustainability of the individual projects. Some examples of this include:

- Prior to launching their Bike Punks hub, Tweeddale Youth Action (TYA) staff met with West Lothian Bike Library to learn from their experiences in year 1 of the Go e-bike project.
- Staff from West Lothian Bike Library and TYA were introduced and held a meeting with SEStran partner Zedify, to explore the potential of cargo bikes in supporting their organisations activities.
- TYA travelled to Recyke-a-Bike in Falkirk to understand their operations and receive advice in using cargo bikes.
- A TYA staff member also spent the day shadowing at West Lothian Bike Library.
- West Lothian Bike Library also provided support to the hub at Social Bite Village in Granton with an informal training session for residents on basic maintenance and care of the e-bikes.
- The Social Bite Village hub was connected up with the Sustran's Cargo Bike Library and provided the opportunity to trial a selection of the bikes to support food collections.

## Employer Roadshow

The employer roadshow offered employers a free trial of smart lock enabled e-bike fleets for 2-6 weeks. The roadshow offers employers the opportunity to gauge interest in a pool bike scheme as a long-term solution of employers paying for e-bikes as part of their business travel and provides employees with the opportunity to try out e-bikes before making a purchase.

In 2019, the project was managed by SEStran and operated by West Lothian Bike Library CIC (WLBL). Employers were identified to sign up to the scheme via promotion at relevant events and meetings, through Cycling Scotland's Cycle Friendly Employer scheme, and on the Go e-Bike website.

Meetings were held with interested employers to explain the scheme, arrange start/end dates and identify employee champions to support and promote. Free Essential Cycle Skills training and led rides were offered to all employers as part of the trial. Promotional materials and information leaflets and training resources were also made available.

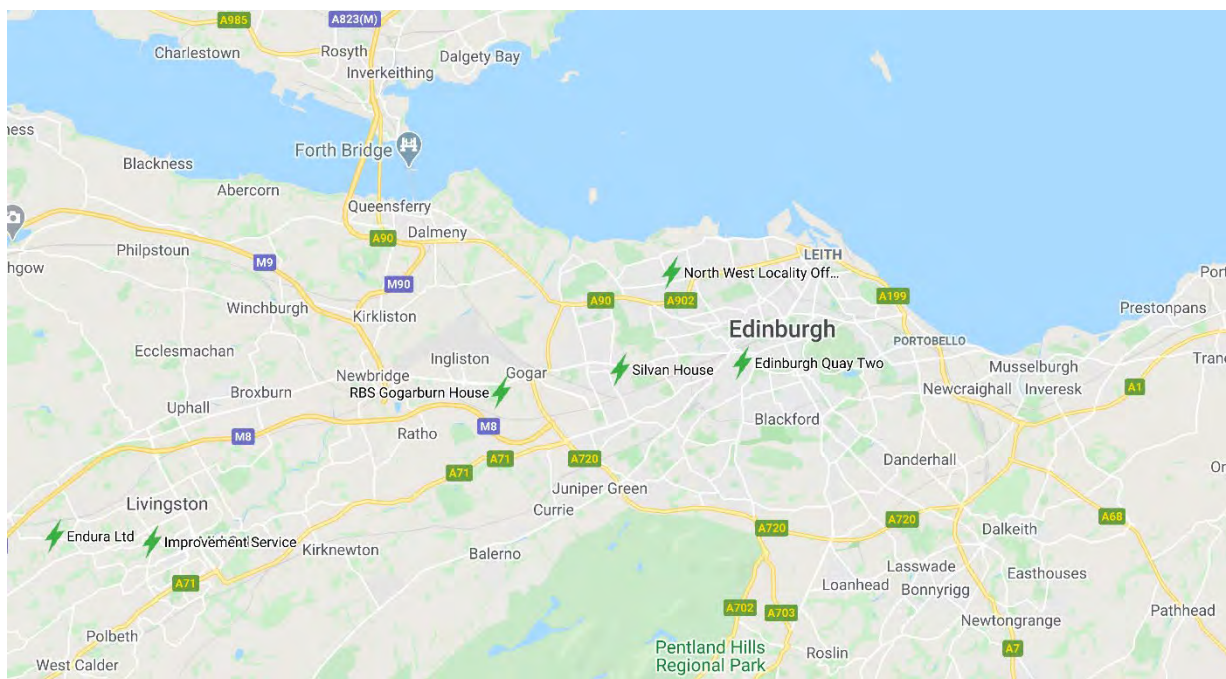


Figure 1 -Go e-Bike Employer Roadshow Locations

Between May and October 2019, the Go e-Bike employer pool of ten e-bikes was provided to ten employers at six different sites as highlighted in figure 1. WLBL visited sites weekly to carry out maintenance on the e-bikes and charge batteries. Sites were within the central belt so that WLBL could efficiently manage the trial and be on call to address any problems.

There were a range of learning points from this second year of the trial. From the responses on mode of travel to work, 45% already cycled for some or all their regular commute and 84% already owned a bike. It was clear that a cycling champion within the organisation was key to sharing information on the trial, however this is perhaps more likely to attract people who already travel by bike. Supporting organisations to identify different routes to promote and encourage engagement in the scheme might lead to a broader audience. There were a few issues identified relating to the size and weight of the e-bikes available. A greater number of smaller models would be advantageous to improve access to the e-bikes. It should be noted that the improvement of e-bikes in terms of weight, ease of use and affordability is happening at pace and even since the start of the go e-bike employer scheme in 2018 has advanced significantly. The app booking and locking system worked well, particularly with larger employers with higher demand. It was however a barrier for some with the need to download an app on to a smartphone and book the bikes through this. For smaller employers who can manage the scheme more easily it may be more appropriate for staff to be able to access bikes without the use of the app.

There were 130 sign-ups across the sites and around 400 trips were taken. A post-trial survey was sent to all employers to share with their staff and 67 responses were received.

The survey asked respondents about their experience of using the e-bikes as part of the trial and their views of e-bikes more generally. Overall, the responses were positive about the use of an e-bike after taking part in the trial. 93% of respondents were likely or very likely to recommend the use of an e-bike. 95% of responses to the question 'Do you feel that e-bikes make cycling more accessible in general?' were positive. The trial also made e-bikes available to a new audience, when asked whether this was the first time they had used an e-bike, 65% of those responding answered yes.

Respondents were asked to provide their views on the scheme as a whole, with some responses provided below:

*"Providing a pool of e-bikes at work would greatly increase the number of people using them for their daily commute. This is based on my own experience where I was able to use an e-bike for my daily commute every day of the week - previously it was 1 or 2 days on my normal bike, and very weather dependent."*

*"Really enjoyed using the bikes on a daily basis, have covered a lot of ground. Would love to have these available permanently! Still too expensive to purchase my own e-bike. I have received a lot of comments from people about how good an idea a free work e-bike hire scheme is."*

*"I loved using the e-bikes, which allowed me to cycle to work up the hills in Edinburgh."*

*"Great opportunity to try out E-bikes and made nipping to the shops quicker and less impactful on the environment."*

*"Great scheme, keep it up! Several of our employees took the bikes home for a weekend and came back raving about them and there were lots more lunchtime rides to the shops going on!"*

*"Bikes were not as fast as I expected. I was hoping to cut my 1 hour cycle to work by 10-15 mins."*

*"I think this is a great initiative to encourage more people to get out of their cars and onto a bike and I hope it continues. Anything that removes barriers to people doing so is a good thing."*

*"I ride to work regularly but for my colleagues who tried out the e-bikes it definitely made them think of cycling as an option. Would be great if they were more widely available to hire - like the "normal" ones we see on the streets in Edinburgh."*

*"I did use one of the trial ones to go to a local shopping centre during my lunch break and I really appreciated the practicality of it as it was pretty much effortless (and no need for a shower!). So I would highlight the convenience aspect of e-bikes."*



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