

Name of policy, function, or plan	Go e-bike public hire scheme
New policy, function or plan or review of existing	Review of expansion of existing scheme
Lead contact	Beth Harley-Jepson
Assessment carried out by	Beth Harley-Jepson
Areas covered by the policy, function or plan	East Lothian and Midlothian
Partners involved	East Lothian Council, Midlothian Council and Bewegen (scheme operator)
Project summary (inc. main objectives)	<p>The main objectives of the Go e-bike public hire scheme are to:</p> <ul style="list-style-type: none"> - Increase awareness of e-bikes - Improve access to e-bikes - Provide an additional transport mode to link from public transport hubs to town centres - Raising the profile of active travel and e-bikes as viable components of integrated transport strategies

What sources of evidence do we have to help us understand the impact of the proposal?	Purpose
<p>SEStran RTS Strategy 2035 https://sestran.gov.uk/wp-content/uploads/2022/10/2022-09-28-SEStran-RTS-v1.8-FINAL-SEStran.pdf</p>	<p>Analysis and consultation at a regional level of transport needs and demands.</p>
<p>http://www.equalityevidence.scot/</p>	<p>Scottish Government and its Agencies collect, analyse and publish equality</p>

	evidence across a wide range of policy areas including transport and travel.
COMO UK Bike Share Annual Report GB 2021 https://www.como.org.uk/documents/bike-share-annual-report-gb-2021	key tool for understanding the performance and impacts of the UK's bike share schemes.
Adaptive bike share survey Results 2021 – Cycling UK https://www.cyclinguk.org/sites/default/files/document/2021/12/adaptive_bike_share_survey_results_2021_-_cycling_uk.pdf	Understand the value and barriers in adaptive bike share or loan schemes
Cycling for Everyone: A guide for inclusive cycling in cities and towns Sustrans/Arup 2020 Cycling for everyone: A guide for inclusive cycling in cities and towns - Arup	This guide is designed to support people in local government and the transport sector including designers, planners, engineers, and decision makers make cycling a more inclusive activity for everyone.
Existing user data	Understand profile of current users of the scheme.
Cycling Framework- Social and Equality Impact Assessment (SEQIA) Andy Keba Report Cycling Framework- Social and Equality Impact Assessment (SEQIA) 2022-09-27 (transport.gov.scot)	Series of impact assessments on the Cycling Framework

	and Delivery Plan for Active Trave
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Protected Characteristic	PSED Need	Impact - Positive/negative /neutral	Reason for decision on impact	Potential or existing mitigation measures
Age	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A
	Advancing equality of opportunity	Neutral	<p>Older people (60+) – the system is composed of e-bikes which older people with more limited mobility or strength may find it easier to utilise vs a standard cycle.</p> <p>Older people (60+) – Access to the system requires use of a smartphone app which older people may not so easily utilise.</p> <p>Children (0-16) – the system can only be accessed by those over the age of 16.</p>	<p>Work with local groups to assist directly with access to the bikes and using the smartphone. Review accessibility of operator app and website.</p> <p>Short videos to demonstrate how to download the app and use the system.</p> <p>Offer cycle training to support people to use the e-bikes</p>
	Promoting good relations	Neutral	Creates opportunity for different ages to take part in cycling as a leisure activity.	Work with the local authority and local organisations, such as charities to provide led rides using the e-bikes as part of partnership with Cycling Scotland.
Disability	Eliminating	Neutral	No impact identified.	N/A

	unlawful discrimination			
	Advancing equality of opportunity	Neutral	<p>As a fully electric scheme, more accessible to those with limited mobility, or recovering from injury.</p> <p>Currently only two-wheeled cycles are available in public hire schemes. Not everyone will be able to access the scheme as it requires the ability to ride a two-wheeled cycle.</p> <p>The e-bikes may facilitate people with certain disabilities to start or return to cycling as a result of the e-assist, and therefore could promote a more active lifestyle, so reducing the risk of ill health and possible associated disability.</p>	<p>Have engaged with the supplier on the option to include adaptive cycles within the scheme, not currently viable to manufacture on the supplier side.</p> <p>Support for community-based options for adaptive cycles to suit a broader range of needs. Have worked in partnership with West Lothian Bike Library including the provision of an e-bike fleet, a cargo bike and upgrading a trike to e-assist. Held discussions on project with Equalities and Access to Healthcare forum (12/10/22) and Performance and Audit committee (05/03/2021)</p>
	Promoting good relations	Neutral/positive	<p>Continue to engage with relevant forums to identify options. Recognise that limits exist to the scheme's accessibility at present in relation to viability of different cycle options, but presents an opportunity to explore how alternatives could work and to engage with a range of potential users.</p>	<p>Offer cycle training to support people of varying abilities to access the scheme.</p>
Sex	Eliminating unlawful	Neutral	No impact identified.	N/A

	discrimination			
	Advancing equality of opportunity	Neutral	In Scotland, higher proportion of women (68%) have started cycling for the first time or after a 5+ year break than men (54%), as a result of a bike share scheme. Bike share schemes have also shown benefits for both physical and mental health of their users. https://como.org.uk/wp-content/uploads/2021/03/CoMoUK-Scotland-Bike-Share-Survey-2020.pdf	
	Promoting good relations	Neutral	No impact identified.	N/A
Pregnancy and Maternity	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A
	Advancing equality of opportunity	Neutral	No impact identified.	N/A
	Promoting good relations	Neutral	No impact identified.	N/A
Gender reassignment	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A
	Advancing equality of opportunity	Neutral	No impact identified.	N/A

	Promoting good relations	Neutral	No impact identified.	N/A
Sexual orientation	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A
	Advancing equality of opportunity	Neutral	No impact identified.	N/A
	Promoting good relations	Neutral	No impact identified.	N/A
Race	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A
	Advancing equality of opportunity	Positive	People from ethnic minority groups are more likely to live in deprived neighbourhoods and therefore may be more reliant on low-cost transport options as such may see a greater benefit through improved bike access. https://www.sustrans.org.uk/media/7377/cycling_for_everyone-sustrans-arup.pdf	
	Promoting good relations	Positive	Open to all to access.	N/A
Religion or belief	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A
	Advancing	Neutral	No impact identified.	N/A

	equality of opportunity			
	Promoting good relations	Neutral	No impact identified.	N/A
Marriage and civil partnership	Eliminating unlawful discrimination	Neutral	No impact identified.	N/A

Version	Date	Author
One	December 2022	Beth Harley-Jepson
Two	January 2023	Beth Harley-Jepson