

# Adaptive bike share survey Results 2021



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# Adaptive bike share survey

## Results 2021

December 2021

Front cover collage: Cycling UK

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## Executive summary

In May 2021, on behalf of Transport Scotland, Cycling UK conducted an online survey to understand the value and barriers in adaptive bike share or loan schemes. The survey was promoted via a range of disability organisations, cycling groups and others. There were 339 responses, including 207 from disabled people or people needing adaptive bikes. Respondents lived in at least 30 of the 32 local authorities in Scotland and included a mix of ages and genders. Data below is from disabled respondents and those needing adaptive bikes.

- 60% did not have access to a suitable bike
- 56% did not currently cycle but would like to cycle more
- 29% owned a suitable bike, including 14% with their own adaptive bike

### Biggest barriers to cycling

1. Cost of suitable bikes (55%)
2. Lack of suitable cycling infrastructure (43%)
3. Not owning a bike (32%)

### Most popular benefits of adaptive bike share or loan schemes

1. Being able to cycle more often (62%), reflecting low adaptive bike ownership
2. Advice on the right bike (49%)
3. Trying a bike before potentially buying one (48%)

### Consensus points

- The need for infrastructure: 90% wanted to ride on cycle paths and off-road paths.
- Cycling is fun: Weekends were the most popular time to ride (84%) and 95% of respondents see cycling as something they would do for fitness or fun.
- Support to make use of adaptive bikes: 71% said support would be essential or initially important, covering advice on choosing an adaptive bike, instruction, companion riders or delivery of the bike to their location.
- Integration into mainstream bike share opportunities: 91% supported provision within existing bike share schemes for equality and practicality.

### Diverse opinions

- There is no one adaptive bike that will suit the needs of all riders who are not able to ride a standard upright bike. Trikes, handcycles, recumbents, tandems and other set ups will all work for different riders.
- There was no single scheme design that appealed to a majority of respondents. Options from short loans (2-5 hours, or 30-90 minutes) up to long loans (over three months) all had some support.

Feedback was overwhelmingly positive on the possibility of more access to adaptive bikes through bike share or loan schemes. Many respondents saw it as an equalities issue as well as something that they would personally enjoy.

Access to adaptive bikes is difficult because of cost and some people not being sure which type of bike would suit them. Safe cycling infrastructure is a key priority. Transport Scotland plans to continue discussions with a view to potentially testing pilot schemes.

## 1. Introduction

In 2020, the advisory non departmental public body Mobility and Access Committee for Scotland (MACS) raised the issue of access to adaptive cycles via bike share or loan schemes for disabled people across Scotland. In response, Transport Scotland sought more information on opportunities and barriers to adaptive bike use and the potential interest in adaptive bike share schemes in Scotland.

In May 2021, Transport Scotland commissioned Cycling UK to survey the opinions of disabled people on the possibility of adaptive bike share, with advice on content and wording from MACS. The survey was promoted via a range of disability organisations, cycling groups and others to be completed online.

In the survey, and in this report, “adaptive bikes” was used to describe bikes or cycles that were not two wheeled, upright bikes. This includes for example trikes, tandems, recumbents and handcycles that might be electrically assisted (“e-bikes”) or not. Further definitions of bike types are given in relevant sections. The term “bike” is used to cover all types of bikes or cycles, including those that may have more than two wheels.

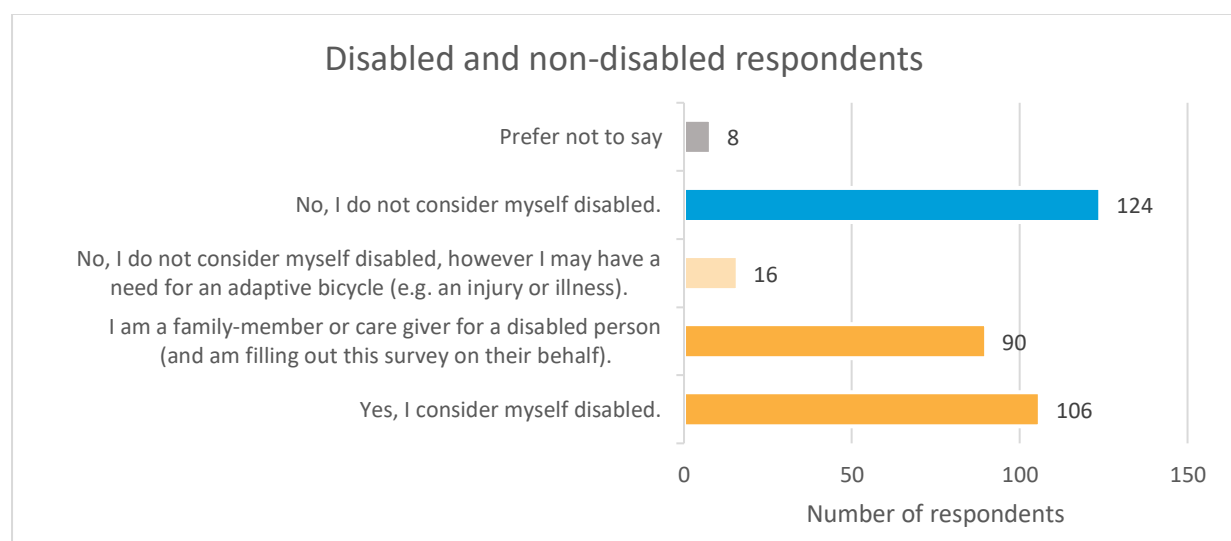
The survey sought to gain opinions on a diverse range of potential scheme designs, so the phrases “bike share,” “bike loan” and “bike rental” were all used. This was to cover perceptions of types of schemes that might be free, subsidised or requiring payment by the user, and from short “A to B” services similar to city bike share schemes through to long-term bike loans to individuals.

This report presents the key findings of the survey, exploring the profile of respondents, their experience and interest in cycling and what value they perceive from adaptive bike share or loan schemes. Options on the specifications of potential schemes are given, grouped by topics where there was consensus and areas where there were diverse viewpoints from respondents.

## 2. Who answered the survey?

There were 339 responses to the survey, including 207 responses from people who considered themselves disabled, responded on behalf of a disabled person or who did not consider themselves disabled but identified as having a need for an adaptive bicycle (e.g. an injury or illness). In this report, responses from these three categories are combined into the group “disabled or needing an adaptive bike.”

16 people (5%) did not consider themselves disabled, but “have a need for an adaptive bicycle (e.g. an injury or illness).” Three of these “need for an adaptive bicycle” respondents gave more information, one explaining they had balance issues so they had never been able to ride an upright bike, one with permanent nerve damage and a knee injury. Another person described having impaired hearing, a lung condition and their weight meant a lot of bikes were not suitable for them.



### Responses from non-disabled people

36% of respondents did not consider themselves disabled (124). 28 gave longer comments that give more insight into their perspectives.

- Six described wanting to see adaptive bike share opportunities because of friends or family members (although they were not answering the survey on their behalf).
- Nine mentioned adaptive bike shares as a positive action from an equalities perspective. *“While I don't personally need one, I think it's important that adaptive bikes are available for those who do.”*
- Comments from some other non-disabled respondents indicated that their professional roles involved working with disabled people e.g. support workers, an occupational therapist, staff members at adaptive bike centres.

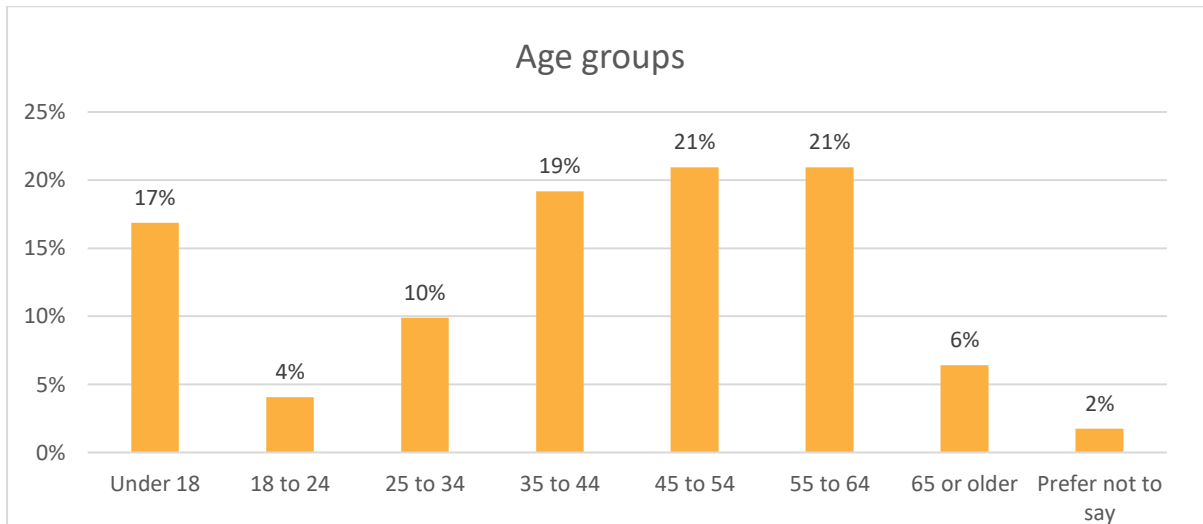
The responses of non-disabled people are not described in this report, as the focus is to consider the views of disabled people and those who need adaptive bikes.

## Gender, ethnicity and age

Among respondents in the “disabled or needing an adaptive bike” category:

- 55% were female, 37% male, 3% other (5 people) and 5% preferred not to say (8 people).
- 93% of respondents were White, 2% identified as “Asian, Asian Scottish or Asian British” and 3% as “Mixed or Multiple ethnic groups.” 2% preferred not to say.

Respondents represented a range of ages (see chart).



## Location

There were 238 identifiable postcodes recorded, 158 from people in the “disabled or needing an adaptive bike” group.

- Disabled people and those needing adaptive bikes responded from 30 out of 32 local authorities. No postcodes in Moray or North Ayrshire were recorded for this group.

See Appendix 2 for full breakdown of responses by local authority where an identifiable postcode was given.

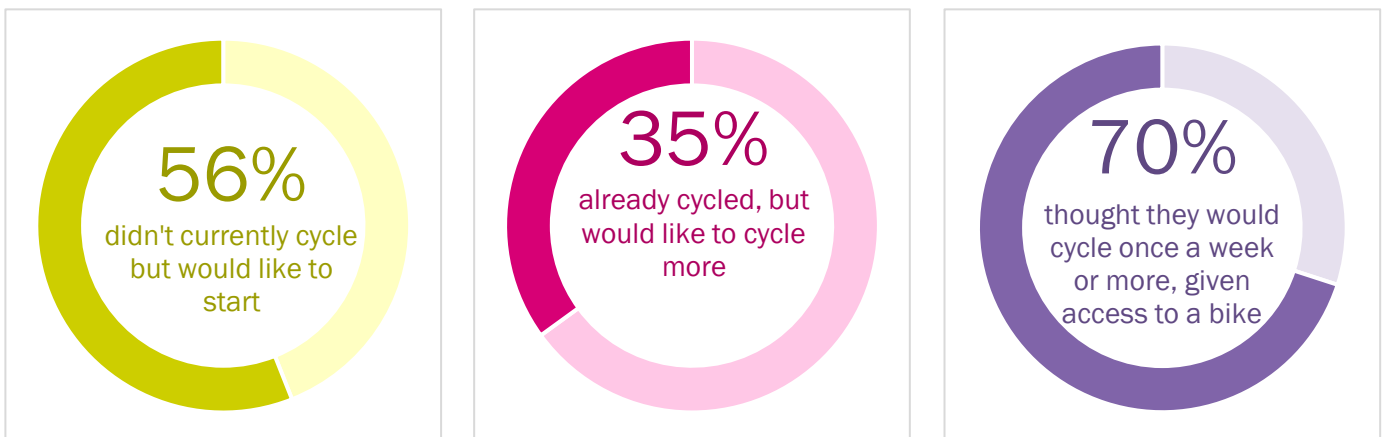


### 3. Interest and barriers to cycling

To understand respondents' experience of cycling and existing barriers, the survey included questions about how often people cycled, whether they wanted to cycle more, their access to a suitable cycle and other barriers to cycling that they may experience.

#### Experience and interest in cycling

The survey asked respondents whether they currently cycled and how much they would cycle if they had access to a suitable bike. The data suggests the survey was successful in reaching disabled people with an interest in cycling, but a range of cycling experience and access to cycling.

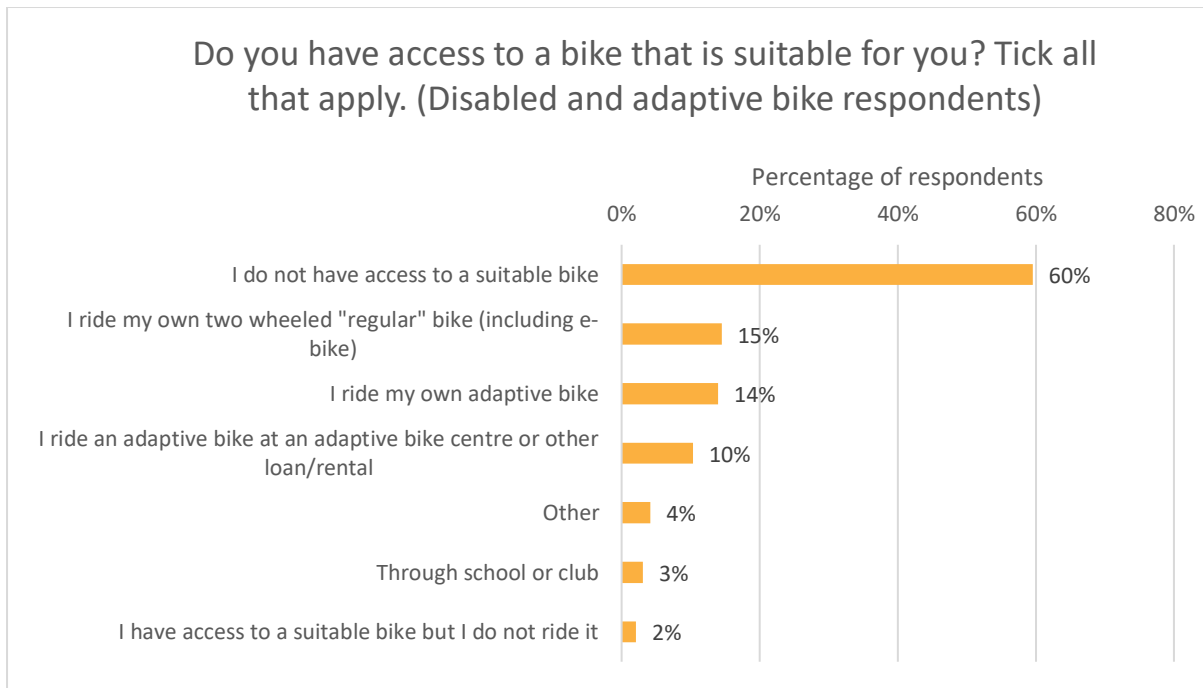


- 56% of respondents who were disabled or needed adaptive bikes said they didn't currently cycle but would like to start
- 40% of respondents who were disabled or needed adaptive bikes already cycled, with 35% interested in cycling more
- 70% of respondents who were disabled or needed adaptive bikes thought they would cycle once a week or more if they had access to a suitable bike

#### Access to bikes

The majority (60%) of respondents who were disabled or needing an adaptive bike did not have access to a suitable bike. 15% of respondents in this group used two wheeled upright bikes or e-bikes, a reminder that not all disabled people need adaptive bikes as well as there being other categories of riders who are not disabled but would prefer to ride adaptive bikes.

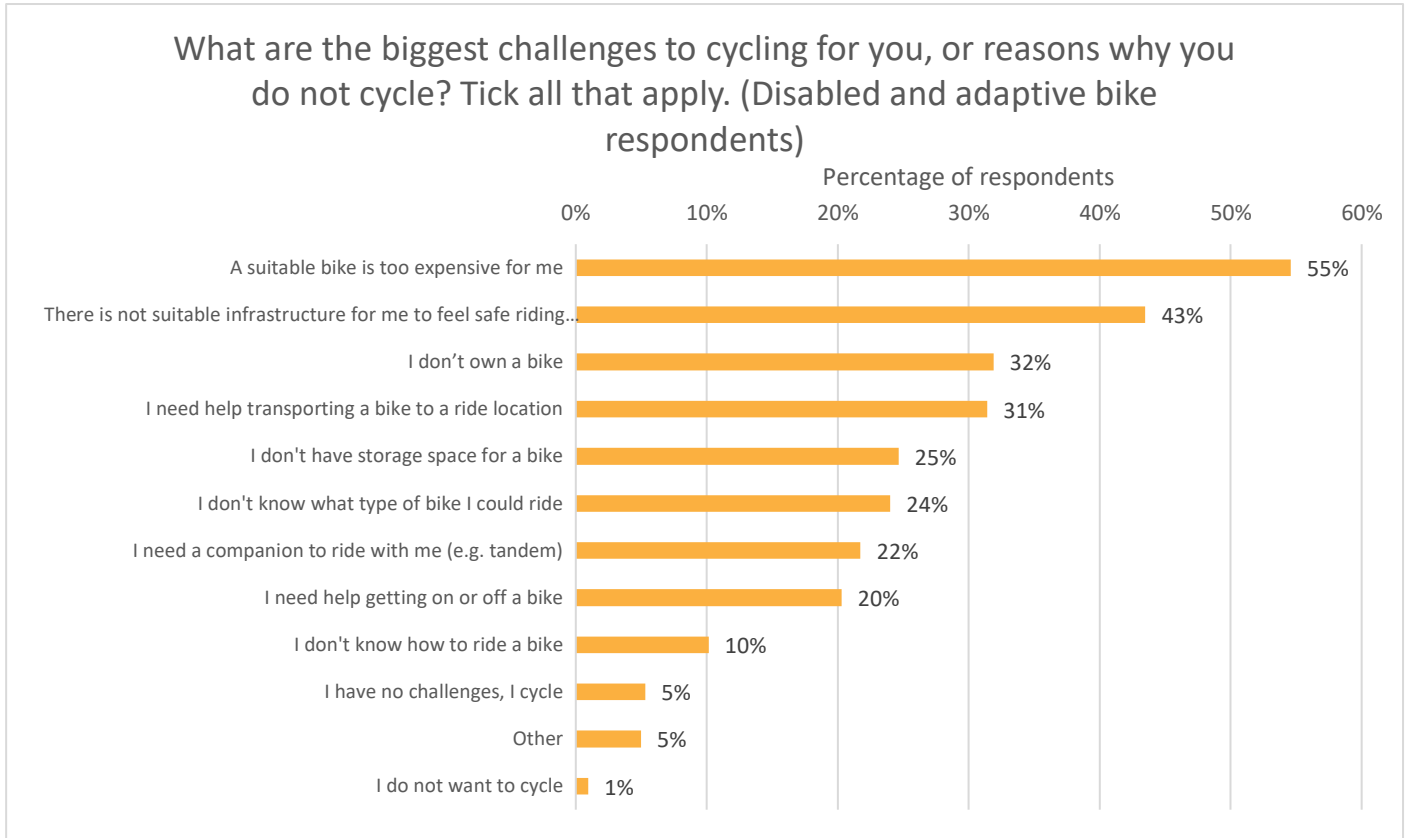




There were eight responses categorised as “Other.” Two commenting that they previously used an adaptive bike centre that had since closed (Edinburgh ABC), two with adaptive bikes that were no longer big enough as the child grew and two who owned a bike but due to worsening health conditions they were no longer sure if the bikes were suitable. A further person said bike access also required the “*support of a companion which has been especially difficult during COVID*” and one person who had access to a power supported add-on for their wheelchair stated “*would like to use a manual bike for some actual exercise.*”

## Barriers to cycling

Cost of suitable bikes (55%), a lack of suitable infrastructure (43%) and not owning a bike (32%) were the three most common challenges for disabled people and those who needed adaptive bikes. Respondents could select as many options as they wanted to this question. A quarter of respondents (25%) also said a lack of sufficient storage space was a barrier for them.



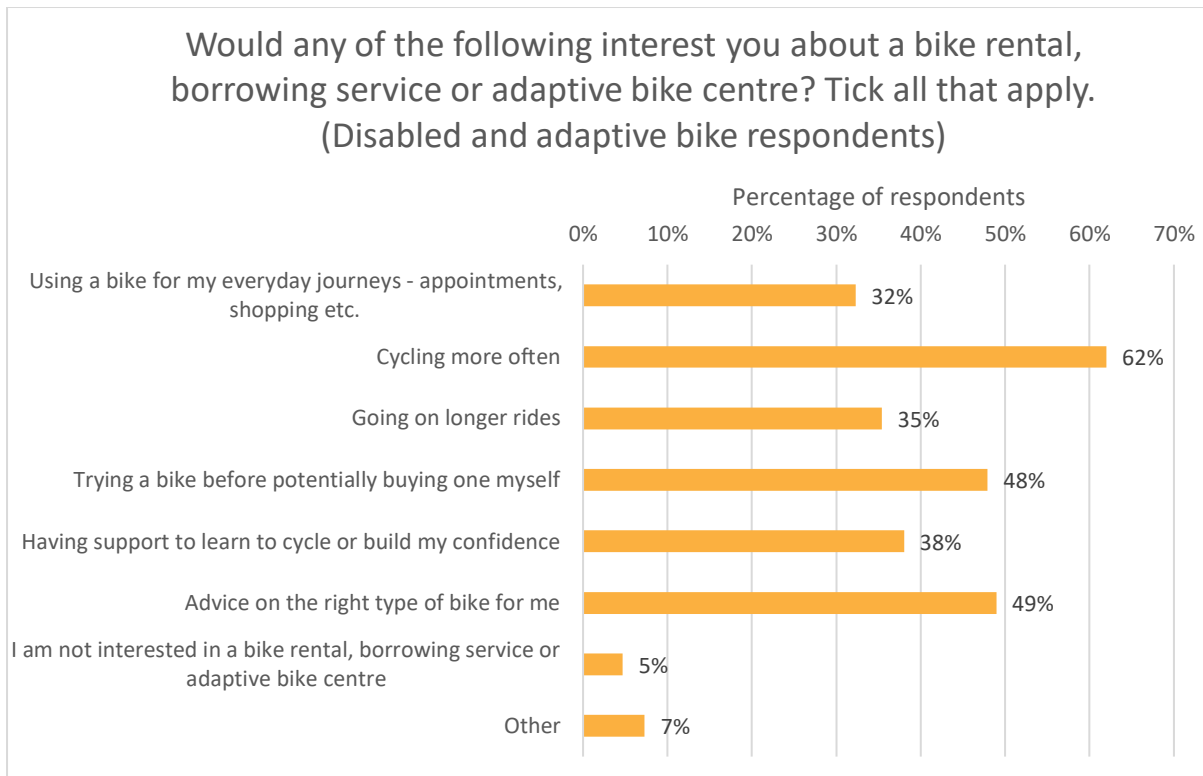
Comments coded as “Other” came from 11 respondents. Two respondents referenced poor weather, with another saying “*I have small kids*” which added to the challenge of coordinating cycling.

In responses more specific to having disabilities or additional access needs, two people were struggling to find someone to teach them to ride and two were not able to ride because of health conditions. Two mentioned safety around drivers, with one suggesting: “*Even cycle lanes are not safe enough for disabled people, especially when they don't go all the way to your journey's end. Disabled people should be allowed to cycle on the pavement and cross at lights etc, like pedestrians.*” One person explained: “*I'm scared to go out alone in case I get stuck.*” One person needed a companion rider for a tandem. One person additionally raised the issue of barriers on cycle paths.

### The value of bike shares or loans

The survey asked respondents what they saw as the potential value of an adaptive bike share or loan scheme for them. Lack of access to adaptive bikes came through strongly, with 62% saying it would help them cycle more often. This reflects the low adaptive bike ownership among disabled people.

Almost half of respondents identified advice on the right bike as a valuable element of a bike share or loan system. The interest in support and advice will be discussed further in the following sections. Opportunities to try bikes were perceived by 48% of disabled people and those needing an adaptive bike as a potential ‘stepping stone’ towards owning their own bike. One person explained they were “*interested in trying [an] e-trike before buying.*”



Relevant “Other” comments (14) included five people referencing using bikes in different locations, for example in conjunction with public transport as they could not transport their own adaptive bikes easily. *“It’s usually not practical to take my trike along so if there’d be more locations to hire one I could ride a lot more.”*

Four people saw the benefit of being able to ride with others *“family days out”* or *“using a ‘trailer’ in the bike for my child”*. Two respondents mentioned security, with one explaining they had already had two bikes stolen. Two other comments referenced the value of temporary access due to changing health conditions where it would not make sense to buy: *“hire of adapted cycle for post-op rehab – preferably with NHS support.”*

## 4. Consensus topics

The following themes demonstrated some consensus from survey respondents. While there was still diversity in their perspectives, there were clear common preferences on these topics.

### Cycling locations and infrastructure

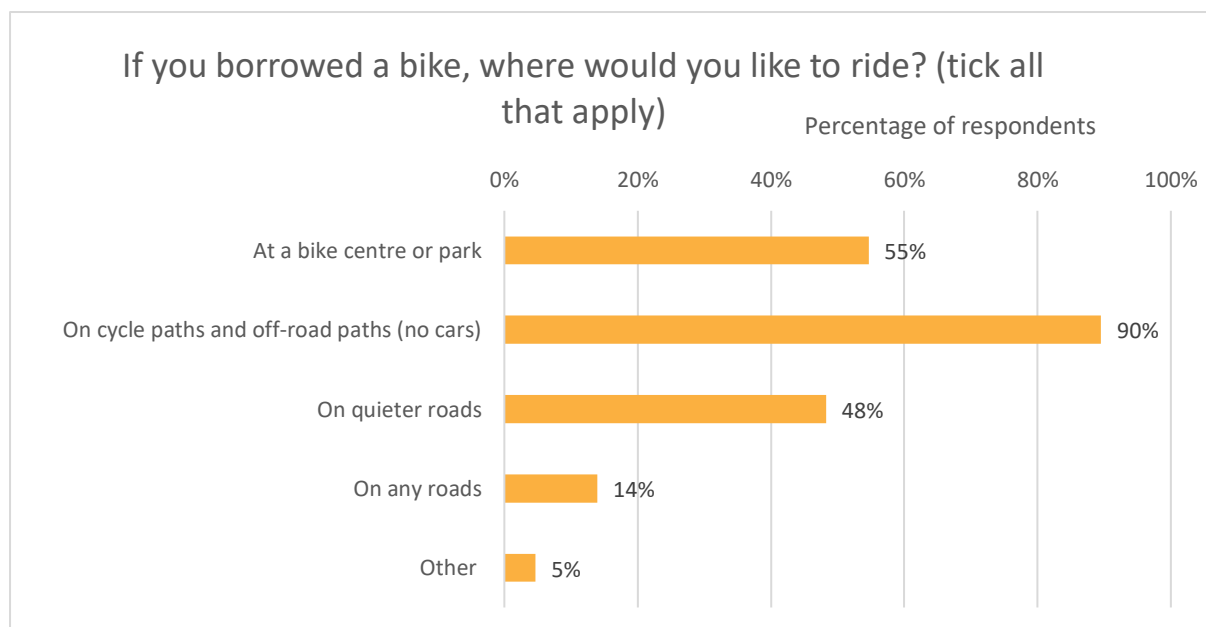
When identifying suitable and appealing cycling locations, it was evident that disabled people, and those needing adaptive bikes, were strongly in favour of segregated cycle infrastructure. 90% of respondents wanted to ride “on cycle paths and off-road paths (no cars)”. Comments were added to emphasise this:

*“We desperately need safe cycle paths.”*

*“[!] wouldn’t feel safe on the road. No room on pavements.”*

Beyond this definitive preference, there was a split between cycling in ‘protected’ spaces (“at a bike centre or park”) with 55% of respondents choosing this option. At the same time, 52% (90) respondents were interested in riding on roads, specifying either quieter roads or any roads.

Despite the consensus on the need for cycle infrastructure, the diversity on other locations reflecting the broad spectrum of requirements among disabled people. One person said “disabled people shouldn’t be caged up... If I were to use a cycle scheme it would have to be one that was more suited to being able to ride distances of 50 miles or more.” Whereas another actively sought “enclosed spaces” that would be protective for them and their disabled child to experience cycling safely and enjoyably.

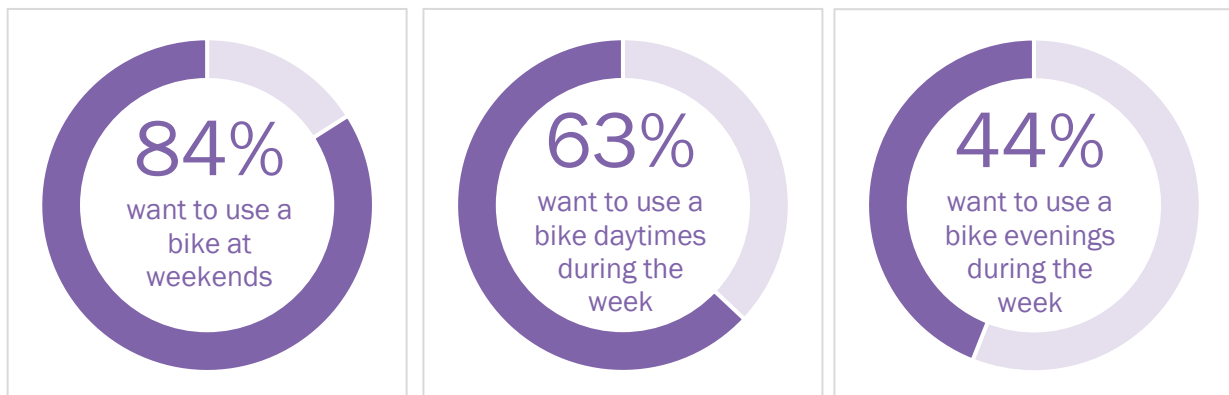


In “other” options, one respondent who had not selected any other options was specific on the type of segregated cycling infrastructure that they felt was necessary. They stated they “*would prefer disabled access on pavements and to cross road at traffic lights... Bikes and cars should not meet... There should be a cycle lane integrated into pavements.*”

Further comments in “other” included preferences that cover the broad range of what cycling can be that is more easily available to non-disabled people. One person wanted to try mountain biking, one wanted to go cycle touring on Scottish islands using cycling and public transport, someone wanting a “*cycle circuit*”, another “*at home on rough tracks and quiet public roads*” reflecting their Inner Hebrides location. One disabled person in a rural location said they felt outdoor cycling would be unsuitable for them.

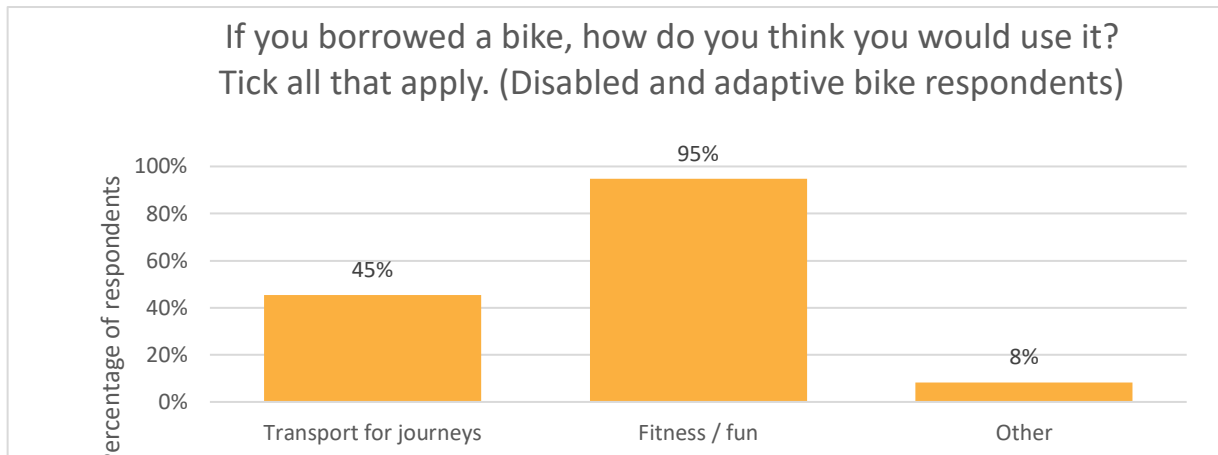
### Timing and use of loans

The survey covered opinions about how and when respondents thought they might cycle. Cycling for fun (rather than as a mode of transport) was more popular, and the most popular time to ride was weekends.



The most popular time to ride was at weekends (84%) for respondents who were disabled or needing to use an adaptive bike. Respondents could select more than one option, and more than half (63%) chose “daytime – during the week.” 44% chose “evening – during the week”.

169 people in the “disabled or needing an adaptive bike” category answered the question, “If you borrowed a bike, how do you think you would use it?” 95% answered that they would use it for “fitness / fun.” 45% said they would use a bike for “everyday journeys” – i.e. perceiving the opportunity to use a bike as a mode of transport, not just a leisure or fitness activity.



In the “Other” category, 14 people in the “disabled or needing an adaptive bike” category gave more information. Three people described using the bike as their mobility aid – so including but moving beyond the category of “transport for journeys.” Two suggested they would use it with their family, three for holidays or getting to the countryside. One raised the barrier of a lack of storage options and another that it would not work in their rural location as a mode of transport.

## Support

Some structures of bike share schemes adopt technology or “DIY” approaches, allowing participants to select and collect bikes independently. This can make the schemes cheaper and more flexible to run, however it means that users who are not confident to select and get started on a bike are less able to access the bikes.

We asked respondents “How important would it be for you to have staff/volunteer support to borrow a bike?” and gave them a range of options to understand different sorts of support needs disabled people and adaptive bike users might be thinking about.



On this question, respondents could select more than one option of support they thought would be important. 71% of the disabled or needing an adaptive bike respondents selected at least one of the ‘essential’ or ‘initially important’ categories. Only 12% felt confident they would manage without any instruction, advice or support.

How important would it be for you to have staff/volunteer support to borrow a bike? (Tick all that apply).	Number of responses	Percentage of responses
Essential - I would not be able to use the service without some instruction, advice or support	46	27%
Essential - I would need a companion rider	26	15%
Essential - I would need someone to deliver the bike to me, I could not go and collect it	34	20%
Initially important - I would like support at first, but once I had used the service I think I would be fine without staff/volunteer help	75	44%
Useful - It would be nice if there was some support, but I would manage without it	52	30%
Not necessary - I would not need any instruction, advice or support	21	12%
Other	11	6%

Comments recorded in “Other” gave more details of specific situations. For example: *“If I am riding with my Mum support would be nice, if she was on her own it would be essential”* (respondent answering on behalf of their mother who is disabled). *“Essential - for finding a suitable bike and for delivering/collecting the bike to home, would also need telephone advice available during extended hire period, but would intend to be able to use the bike without support or supervision once at home and confident in its handling & storage.”*

## Inclusion and equality

There was also consensus on the question of whether adaptive bikes should be incorporated into existing bike share schemes, although the results are potentially somewhat inaccurate. The survey asked “How important to you would it be to have adaptive bikes as part of an existing bike share scheme?” 91% of respondents said it was somewhat, or very important to them.

The intention was to understand preferences between incorporation into ‘mainstream’ bike shares versus specialised schemes that would focus on adaptive bike provision. However, comments from a few respondents indicated they may have interpreted the question to think of adaptive bike centres that they knew of, or used.

*“Existing schemes seem to be focused on the severely disabled, and not those who are disabled but high functioning and relatively mobile. The existing schemes are all centred around riding around a park which has no interest to me.”*

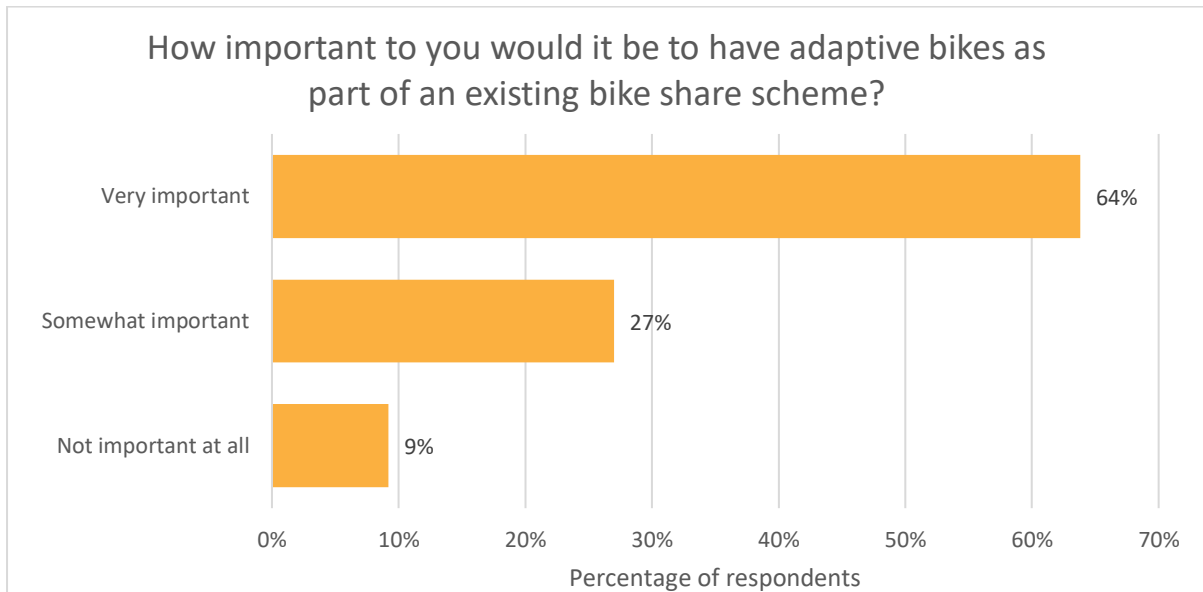
*“It is truly shocking that post-Covid when many disabled people need to regain fitness that existing projects like Edinburgh ABC have not been seen as an essential service.”*

However, others made it clear that integration into mainstream schemes was a top priority for them. Responses saw it as a fundamental equalities issue or a practical necessity to have adaptive bike options integrated into other services.



*“Bike shares or rental schemes that don't include adaptive bikes are absolutely ableist, Disabled people exist and you need to make them all accessible by law, or you are literally discriminating against disabled people. Access and Equity are important!”*

*“When we visit places to hire bikes the whole family can't do it because there aren't adaptive bikes.”*



As noted above, while support is potentially strong for mainstream integration, this may be in conflict with the desire for support, advice and instruction to use adaptive bikes highlighted in the previous section, in particular where mainstream provision works on an app-based or no-staffing design.

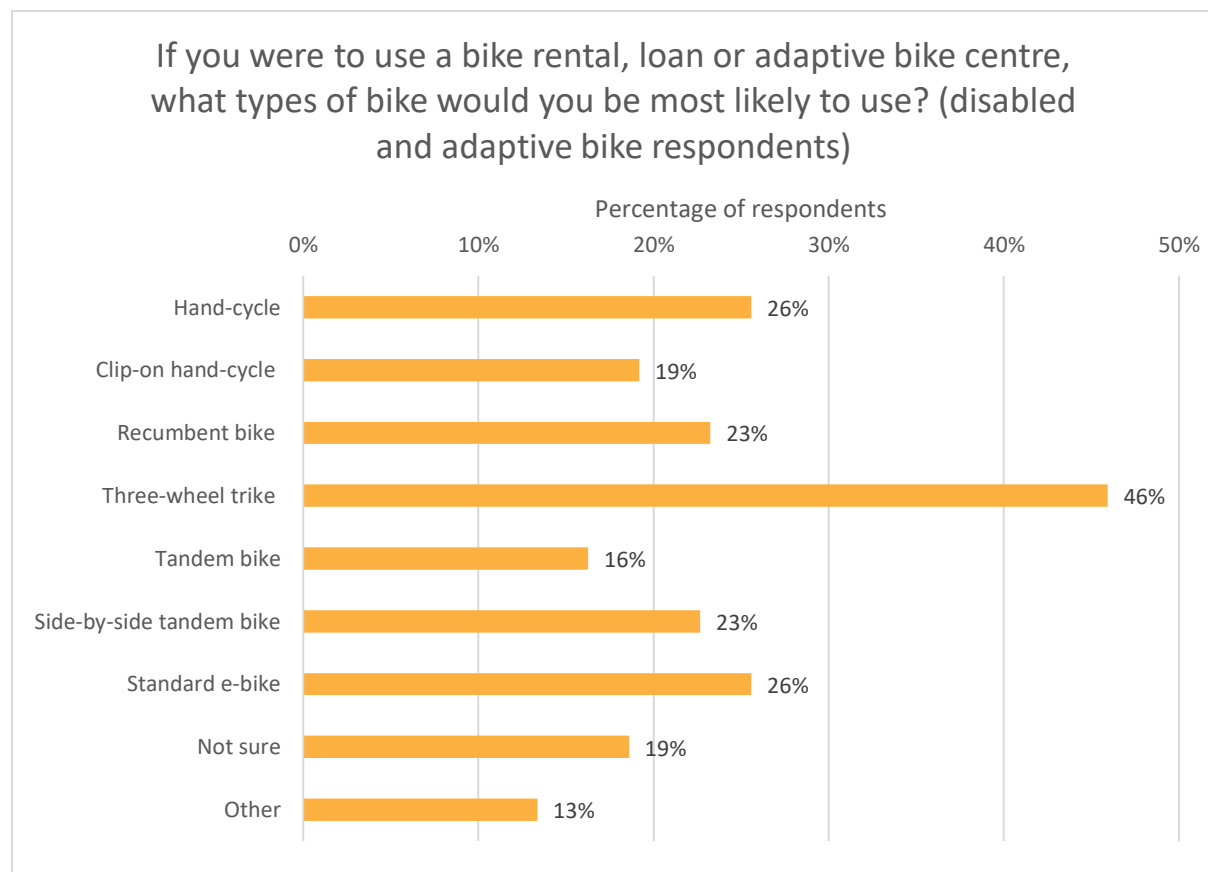
## 5. Diverse opinions

The survey asked specific questions about preferred bike share or loan scheme designs and options. On some topics, there was a wide spread of opinion from disabled and adaptive bike requiring respondents.

### Preferred bike types

172 people in the “disabled or needing an adaptive bike” category gave views on their preferred bike type to use within a bike rental, loan or at a centre. They could give more than one response to this question. Please see Appendix 1 for full descriptions of each bike type. These descriptions were included in the survey.

The most popular was a three wheeled trike, with 79 responses (46%). However, unsurprisingly there was also a spread of interest for different types of bikes, reflecting the widely different needs of riders.

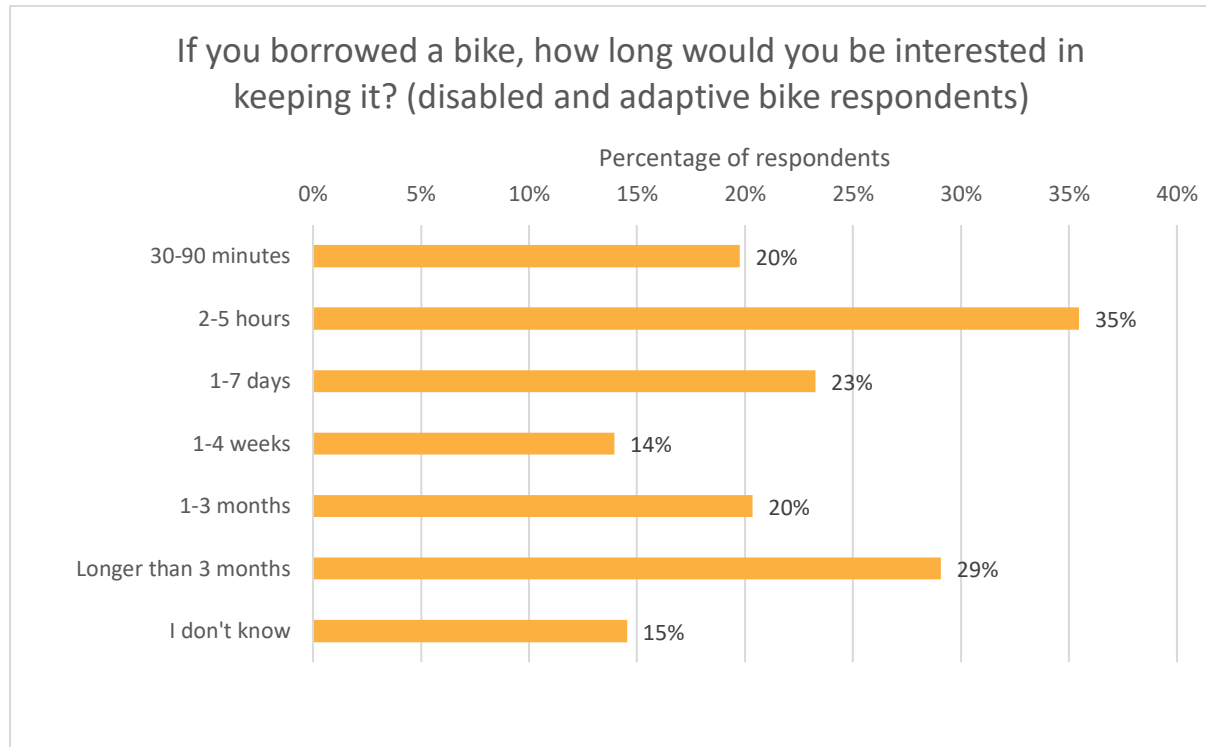


There were 23 comments coded as “Other” from respondents in the “disabled or needing an adaptive bike” category. Eight specified that they would want an electric version of the relevant adaptive bike, two were interested in cargo bikes and a further three suggested wheelchair adapted bikes/trishaws. Other comments gave more details of configurations they would want to use (e.g. wheel configuration, hip support etc).

## Lengths of loans

When asked about preferred loan lengths, there was also a broad spread of interest between short (less than a day) and long (a day or more) loans. The only option with support from more than a third of respondents was “2 to 5 hours,” but a further four options each had 20% or more. These four ranged from the longest option (“longer than 3 months,” 29%) to the shortest option (30-90 minutes, 20%).

This suggests that no singular model of scheme will suit all potential users, but there is interest across a broad range of possibilities.



## 6. Open comments

There were 77 further open comments left by disabled people and those needing adaptive bikes. 58 (75%) related to the potential provision of adaptive bikes and services that would meet the needs of disabled people and all were positive. Some described how a future service would benefit them personally, others taking a rights-based approach to the issue.

*“I am a parent with a back injury and I feel that I am holding my son back. Access to adapted bikes would not only allow me to exercise more but would also improve the wellbeing of my child.”*

*“We need adaptive bikes as current schemes exclude disabled people.”*

Although it wasn't asked directly, ten comments (13%) made reference to cycling infrastructure, all referencing the need for more safe cycling infrastructure.

*“Desperately need cycle ways in Shetland.”*

*“The added cycle lanes in Edinburgh during the pandemic and spaces for people has made an improvement. But it is still a long way to go. There are many places people cannot access because of the lack of suitable connectivity.”*

Other comments referenced more specifics on the types of bikes or usage respondents saw themselves benefiting from (4), disappointment and anger at the closure of Edinburgh ABC provision (6), the need for cycle training or supportive settings for disabled people, particularly young people (4), and one person uncertain that all disabilities would be able to be included: *“the type of cycle which suits me wouldn't necessarily suit someone else.”*

There were also further suggestions from respondents:

- Include cycles through the Motability scheme
- Including mobility scooters within rental schemes for those unable to access them through the Motability scheme
- Making cycles recognised as mobility aids and cycling legal on pavements for disabled people.

## 7. Conclusion

The survey demonstrated widespread support for increased adaptive bike share or loan options. Responses indicated latent demand for cycling among disabled people and those who need adaptive bikes. The cost of adaptive bikes and lack of knowledge on suitable cycles were key barriers, along with insufficient safe cycling infrastructure.

There was some consensus from respondents around the need to provide some level of at least initial support to allow people to access adaptive bikes that would be suitable for them, interest in riding at weekends and the importance of having safe cycling infrastructure.

There also seemed to be strong support for incorporating adaptive bikes into mainstream bike share or loan services, although this data may have been misleading due to a range of interpretations of the question. Integration had identified benefits of providing equality and for practical purposes of allowing both adaptive and non-adaptive bike users to access services together. However, it is potentially in conflict with the desire for support to use adaptive bikes where mainstream services work on an app or no-staff design. This topic could be better explored with focus groups to understand competing themes and resolutions.

Responses indicated a variety of adaptive bike types are of interest, reflecting the different needs of different cyclists. Similarly, a range of bike share designs (short or long loans) were of interest, with no single design satisfying the majority of respondents.

### Next Steps

The results of the survey demonstrated a wide range of preferred bike share solutions. As a consequence, Transport Scotland plans to continue discussions and hold focus groups with a view to potentially testing pilot schemes in the future.

## 8. Appendix 1: Full description of bike types

The full description of each type of bike was given within the question on the online survey.

Shortened description	Full description
<b>Hand-cycle</b>	Hand-cycle - often used by people with limited or no lower-body movement, feature handles instead of pedals that are used to steer as well as propel the bike forward.
<b>Clip-on hand cycle</b>	Clip-on hand-cycle - attachments to adapt an existing wheelchair, feature handles instead of pedals that are used to steer as well as propel the bike forward.
<b>Recumbent bike</b>	Recumbent bike – allow back support in a seated position.
<b>Three-wheel trike</b>	Three-wheel trike - features three wheels, which makes it easier for the rider to balance.
<b>Tandem bike</b>	Tandem bike - allow two people to bike together with one person in front to steer.
<b>Side-by-side tandem bike</b>	Side-by-side tandem bike - usually have a pair of seats set side-by-side, along with two sets of pedals.
<b>Standard e-bike</b>	Standard e-bike - a two-wheeled bike with electric motor to assist propulsion.

## 9. Appendix 2: Respondents by local authority

238 out of 339 respondents gave a valid postcode.

Local authority area	Number of confirmed respondents (all responses)	Number of confirmed responses (disabled people and those needing an adaptive bike)
Aberdeen City	3	3
Aberdeenshire	5	3
Angus	2	1
Argyll and Bute	5	4
City of Edinburgh	34	23
Clackmannanshire	1	1
Dumfries and Galloway	4	2
Dundee City	1	1
East Ayrshire	2	1
East Dunbartonshire	9	6
East Lothian	2	2
East Renfrewshire	4	4
Falkirk	11	7
Fife	14	12
Glasgow City	33	20
Highland	14	11
Inverclyde	2	1
Midlothian	2	1
Moray	0	0
Na h-Eileanan Siar	2	2
North Ayrshire	1	0
North Lanarkshire	7	4
Orkney Islands	2	2
Perth and Kinross	2	2
Renfrewshire	7	3
Scottish Borders	4	1
Shetland Islands	10	8
South Ayrshire	3	1
South Lanarkshire	15	9
Stirling	29	19
West Dunbartonshire	2	1
West Lothian	6	3
UNKNOWN	101	49
<b>Total</b>	<b>339</b>	<b>207</b>



## 10. Appendix 3: Copy of full survey

The survey was conducted online via SurveyMonkey using a template designed for accessibility.



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## Adaptive bike share survey 2021

Thanks for taking the time to answer this survey.

This survey has been commissioned by Transport Scotland to seek views on including adaptive bikes in public bike share schemes across Scotland.

The information you provide will be used to inform ongoing discussions about appropriate access to cycling and non-standard cycles ("adaptive bikes") for disabled people in Scotland.



## Privacy and Data Protection Policy

Cycling UK is coordinating data collection on this survey on behalf of Transport Scotland.

Cycling UK ("we", "us", or "our") is committed to protecting and respecting the personal data that we hold. If at anytime you would like to remove your data, please contact: [corra.boushel@cyclinguk.org](mailto:corra.boushel@cyclinguk.org) If you have queries or would like to complain about how we might use your data please contact Cycling UK's Data Protection Officer: [dpo@cyclinguk.org](mailto:dpo@cyclinguk.org) A full copy of our Privacy and Data Protection Policy can be found at [www.cyclinguk.org/privacy](http://www.cyclinguk.org/privacy)



### Adaptive bike share survey 2021

**We are interested in finding out more about the experiences of disabled people in cycling and your interest in adaptive bike share or loan schemes.**

You are disabled under the Equality Act 2010 if you have a physical or mental impairment that has a "substantial" or "long-term" negative effect on your ability to do normal daily activities.

\* 1. By this definition, do you consider yourself disabled?

- Yes, I consider myself disabled.
- I am a family-member or care giver for a disabled person (and am filling out this survey on their behalf).
- No, I do not consider myself disabled, however I may have a need for an adaptive bicycle (e.g. an injury or illness).
- No, I do not consider myself disabled.
- Prefer not to say

\* 2. Are you interested in cycling more than you are at present?

- Yes - I cycle but I would like to cycle more
- Yes - I don't cycle but I would like to start
- No - I am happy with how much I cycle
- No - I don't want to cycle

\* 3. What are the biggest challenges to cycling for you, or reasons why you do not cycle? (tick all that apply)

- I have no challenges, I cycle
- I don't own a bike
- I don't know how to ride a bike
- I need help getting on or off a bike
- I need a companion to ride with me (e.g. tandem)
- I don't know what type of bike I could ride
- There is not suitable infrastructure for me to feel safe riding (e.g. cycle paths)
- I need help transporting a bike to a ride location
- A suitable bike is too expensive for me
- I don't have storage space for a bike
- I do not want to cycle
- Other (please specify)



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## Adaptive bike share survey 2021

### Bike access and interest

We would like to know what access to a bike you already have, and what might be of interest to you.

Across Scotland, there are different ways to access bikes. Some people:

- own their own bike
- use a bike at an adaptive or inclusive bike centre
- borrow a bike from a bike loan or bike share scheme
- borrow a bike from a friend or family member.

\* 4. Do you have access to a bike that is suitable for you? (tick all that apply)

- I ride my own two wheeled "regular" bike (including e-bike)
- I ride my own adaptive bike
- I ride a two wheeled "regular" bike (including e-bike) at an adaptive bike centre or other loan/rental
- I ride an adaptive bike at an adaptive bike centre or other loan/rental
- I do not have access to a suitable bike
- I have access to a suitable bike but I do not ride it
- Other (please specify)

\* 5. Would any of the following interest you about a bike rental, borrowing service or adaptive bike centre?  
(tick all that apply)

- Using a bike for my everyday journeys - appointments, shopping etc.
- Cycling more often
- Going on longer rides
- Trying a bike before potentially buying one myself
- Having support to learn to cycle or build my confidence
- Advice on the right type of bike for me
- I am not interested in a bike rental, borrowing service or adaptive bike centre
- Other (please specify)



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Bike share options

\* 6. If you were to use a bike rental, loan or adaptive bike centre, what types of bike would you be most likely to use? (tick all that apply)

- Hand-cycle - often used by people with limited or no lower-body movement, feature handles instead of pedals that are used to steer as well as propel the bike forward.
- Clip-on hand-cycle - attachments to adapt an existing wheelchair, feature handles instead of pedals that are used to steer as well as propel the bike forward.
- Recumbent bike – allow back support in a seated position.
- Three-wheel trike - features three wheels, which makes it easier for the rider to balance.
- Tandem bike - allow two people to bike together with one person in front to steer.
- Side-by-side tandem bike - usually have a pair of seats set side-by-side, along with two sets of pedals.
- Standard e-bike - a two-wheeled bike with electric motor to assist propulsion.
- Not sure
- Other (please specify)

\* 7. If you borrowed a bike, where would you like to ride? (tick all that apply)

- At a bike centre or park
- On cycle paths and off-road paths (no cars)
- On quieter roads
- On any roads
- Other (please specify)

\* 8. How important would it be for you to have staff/volunteer support to borrow a bike? (tick all that apply).

- Essential - I would not be able to use the service without some instruction, advice or support
- Essential - I would need a companion rider
- Essential - I would need someone to deliver the bike to me, I could not go and collect it
- Initially important - I would like support at first, but once I had used the service I think I would be fine without staff/volunteer help
- Useful - It would be nice if there was some support, but I would manage without it
- Not necessary - I would not need any instruction, advice or support
- Other (please specify)

\* 9. How often would you use a bike if you had access to one?

- Frequently - I would use a bike once a week or more
- Sometimes - I would use a bike 1-2 times a month
- Rarely - I would use a bike a few times a year
- Never - I would probably never use a bike loan
- I don't know

10. If you borrowed a bike, how do you think you would use it? (tick all that apply)

- Transport for journeys (going to meet friends, shopping, appointments, commute etc.)
- Fitness / fun
- Other (please specify)

\* 11. If you borrowed a bike, how long would you be interested in keeping it? (tick all that apply)

- 30-90 minutes
- 2-5 hours
- 1-7 days
- 1-4 weeks
- 1-3 months
- Longer than 3 months
- I don't know

12. When would you be most likely to want to use a bike? (tick all that apply)

- Evening - during the week
- Daytime - during the week
- As a weekend activity

13. What types of location would suit you to borrow a bike? (tick all that apply)

- At a transport hub e.g. bus or railway station
- In a park/public area with off-road cycling space
- In a city/town centre near shops and amenities
- At an adaptive bike centre
- I would like it delivered to me
- Other (please specify)



14. Some bike share schemes charge for borrowing a bike e.g. nextbike in Glasgow is usually £1 for 30 minutes, £10 for 24 hours. What rates would you be willing to pay for an adaptive bicycle rental service? (tick all that apply)

- I would only use it if it was free
- Less than £1 per hour
- £2-5 per hour
- Less than £10 per day
- More than £10 per day
- Less than £90 per week
- More than £90 per week
- Other (please specify)



## Adaptive bike share survey 2021

### Bike share options 2

15. How important to you would it be to have adaptive bikes as part of an existing bike share scheme?

- Not important at all
- Somewhat important
- Very important

16. Please let us know if you have any comments about adaptive bike shares or rental schemes, or other relevant topics:



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### Final information

The following information helps us to understand how we are reaching across the community. If you are answering this on someone else's behalf, please give their information. Feel free to choose "prefer not to say" if you would not like to disclose details on your own or someone else's behalf.

\* 17. Please provide your postcode:

\* 18. What is your gender?

- Male
- Female
- Other
- Prefer not to say

\* 19. What is your age?

- Under 18
- 18 to 24
- 25 to 34
- 35 to 44
- 45 to 54
- 55 to 64
- 65 or older
- Prefer not to say

\* 20. What is your ethnic group?

21. If you (or the person you on whose behalf you are completing this survey) consider yourself to be disabled, please feel free to provide further information that may be relevant or useful to help us understand any challenges you may face:

22. If you are interested in being kept informed about adaptive bike share information, please give your email address:

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