

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.