

E-Move 2: Extension Proposal

Embedding and mainstreaming e-assist bikes in communities across Wales.

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Background

General context

While car use has sharply increased over the last 50 years, walking and cycling levels, and public transport use, have declined. Most housing and commercial developments over the last half century have been shaped by cars, not people. This shift in travel mode has contributed to a significant decrease in physical activity, which in turn is associated with an increased risk of ill health, including cardiovascular disease, cancer and diabetes. Road transport is a major contributor to harmful air pollution¹, and is responsible for around 1,000 accidents causing serious injury or death in Wales each year².

As our environments have been shaped around the car, interactions within and between communities have dropped. Many of the adverse impacts of road transport are felt more in more deprived communities, contributing to worsening health inequalities. Climate change increases the risk of severe weather events including flooding which will increasingly affect our communities and our infrastructure.

Bold action is required in Wales if we are to reverse these trends and create a healthier, more sustainable future for our residents. We need to take decisive action now and over the next five years, in four main areas:

- Accelerate improvements to infrastructure to support active travel and low emission transport;
- Engage with local communities and businesses on the benefits of active and low emission travel;
- Support individuals from all backgrounds to choose walking, cycling and public transport, including those who may face multiple barriers to doing so; and
- Discourage unhealthy and polluting travel.

The Climate Change Committee has proposed a carbon reduction pathway for Wales that means emissions from surface transport must be roughly halved between 2020 and 2030 from 6 to 3 million tonnes CO₂. Whilst electric vehicles may provide the biggest emissions savings, this is unlikely to be the main source of savings until the late 2020s at the earliest; we also need to achieve modal shift with a target of 45% of journeys in Wales to be made using public

¹ [Air Pollution and Health in Wales](#), Air Quality in Wales

² [Casualties by Local Authority, vehicle type, severity](#), Stats Wales, 2022

transport, walking and cycling by 2040 (Llwybr Newydd). 20mph speed limits on residential roads are a welcome step to support active travel, given that 33% of people say they would walk more and 20% of people say they would cycle more if there were 20mph speed limits³.

Transport accessibility

Currently, 12% of people do not have public transport links within their local area⁴, and 21% of rail stations in Wales do not have step-free access⁵. Pricing and funding has remained skewed towards road and car usage. In the past decade, fuel prices have risen by less than 10%, while rail, coach and bus ticket prices have increased between 33 and 74%⁶. Access to cycling also remains inaccessible to large numbers of people. Despite there being a large appetite from different demographic groups to start cycling, 85% of people aged over 75, 78% of disabled people, 76% of women, 75% of people at risk of deprivation, and 75% of ethnic minority groups never cycle⁷. Whilst there are differences between all these demographics, the barriers to cycling are often the same.

The picture of transport accessibility is a complex one. We know that those most affected by transport poverty are people on lower incomes, and those living in rural areas or areas of higher deprivation. Income and place drivers are only part of the puzzle however, and particular groups such as women, children, disabled people, old people, young people and minority populations⁸ are more vulnerable to transport poverty. Disabled people, people of colour and women are more likely to experience unemployment, under-employment and/or precarious work and therefore can be disproportionately burdened by transport costs.⁹ Older people, children and young people and those living in rural areas are disproportionately adversely impacted by cuts to bus services¹⁰. The following quotes illustrate issues faced by some of these groups:

Women

“One of the walls I face as a woman with a young family is being able to get my children to school on time and then travel to one of the bigger cities (Swansea, Cardiff) to work and get

³ [Residential speed limit of 20mph to save Wales £100m in first year](#), The Guardian, 2022

⁴ [The Welsh Doughnut 2020: A framework for environmental sustainability and social justice](#), Oxfam Cymru, 2020

⁵ Trains for All Campaign, Leonard Cheshire, 2019

⁶ [Transport Price Index](#), RAC Foundation, 2022

⁷ [Cycling for everyone: A guide for inclusive cycling in cities and towns](#), ARUP, 2020

⁸ [Inequalities in Mobility and Access in the UK Transport System](#), Karen Lucas et al., Government Office for Science, 2019

⁹ [Transport Accessibility Gap](#), Motability, 2022 / [Public Transport and Gender](#), Women’s Budget Group, 2020 / [Still rigged: racism in the UK labour market](#), TUC, 2022

¹⁰ [Every village, every hour 2021 buses report](#), CPRE, 2021

there on time, making public transport an impossible option.” – Juror, South Wales Valleys Climate and Fairness Panel¹¹

People in rural areas

“The cost and the amount of public transport’s not always good depending on your area you’re living in. You know they finish at stupid o’clock in the evening, in some areas they don’t get the buses.” - Juror, South Wales Valleys Climate and Fairness Panel¹²

Young people

“Young people, in particular, are disadvantaged as car ownership is expensive and rural jobs often have lower rates of pay than in urban areas; socialising can be difficult for teenagers as bus services often stop early in the evening, and also inflict constraints on pupils taking part in after-school sport and social activities.”¹³

Refugees & Asylum Seekers

"The lack of transport has a huge impact on my everyday life because of the high costs. The £4 day-to-go ticket is very expensive for an average asylum seeker who is interested in volunteering and travelling long distances to do things in the hope of a better life in regards to their stay in the UK. As a result, many of us walk these long distances so are constantly tired and dehydrated, resulting in consistent illness. In addition, because some distances are too long and the ticket price becomes inevitable, it affects how much we get to spend on food and other important needs. This in turn leads to malnutrition and general inconvenience" - Female Asylum Seeker, Cardiff¹⁴

Families on low income

“Since the school withdrew the free bus, families can’t afford to get their children to the local primary and having to keep a car on the road has pushed people even further into poverty. It’s so sad to see people with no other option, traipsing their children up and down the hills for 2 miles, in all weather, but with no public bus either their only other option would be a taxi. Who can afford that every day?” - Community group, urban area, Valleys¹⁵

¹¹ [South Wales Valleys Climate and Fairness Panel](#) - The South Wales Valleys Climate and Fairness Panel is one of four citizens' juries around the UK held by the Environmental Justice Commission in late 2020 and early 2021.

¹² South Wales Valleys Climate and Fairness Panel, see above.

¹³ [What Works in Tackling Rural Poverty: An Evidence Review of Interventions to Improve Transport in Rural Areas](#), John Powell et al., Countryside and Community Research Institute, 2018

¹⁴ Case Study provided by Oasis Cardiff

¹⁵ Case Study Provided by CTA Wales

E-Move pilot project

E-Move is an e-cycle and e-cargo cycle loan scheme for people living in Aberystwyth, Rhyl, Barry, Swansea, Newtown and their surrounding areas, that offers a healthy, sustainable and affordable way to travel. Since 2021 participants described having been supported to undertake active travel using e-cycles in the following ways:

- **Time saving:** the speed of e-cycles encourages participants to use them for journeys that could take too long by non-electric cycle or on foot;
- **Sense of security:** the extra power makes travelling easier and more appealing and makes users feel confident when setting out that they will be able to get home without running out of strength;
- **Increased safety:** participants are able to choose more hilly routes to avoid traffic, and feel safer in traffic than they would on a slower non-electric cycle;
- **Load carrying:** being able to carry loads means that users are able to cycle where otherwise they would have felt compelled to use their cars.

E-Move has been supporting the key commitments around active travel set out in the Programme for Government, Net Zero Wales and Healthy Weight, Healthy Wales strategies, supported by legislation such as the Wellbeing of Future Generations (Wales) Act, the Active Travel (Wales) Act, the Environment (Wales) Act and Planning Policy Wales 11.

Originally funded as a pilot project for two years from 2021-23, we are now looking for a further one year of funding for E-Move 2 in 2023/24. This will enable us to ensure greater gender equity amongst project beneficiaries through a targeted gender budgeting approach, embed the loan scheme across our focus communities and ensure legacy arrangements are in place to facilitate transfer of ownership of the cycles to the community at the end of the project, to ensure long term access.

Progress to date

In 2021/22, 168 e-cycle loans were made to 130 individuals across the five sites, and 10 e-cargo cycle loans were made to nine organisations and businesses in Swansea and Aberystwyth. Complementary training, promotional and outreach activities were also conducted alongside the loan scheme, including try-out sessions and events in schools and targeted districts.

These loans facilitated travel and access to green space for participants whose mobility was limited by poor public transport, lack of access to cars, age and health conditions. Wellbeing and mental health benefits included: enabled socialising and reduced isolation; independence; fresh air/being outside; improved confidence and resilience; and having a new hobby/interest in life. Physical health benefits included improved fitness and weight loss, with some participants reporting positive impacts on specific health conditions, including depression and high blood pressure. 70% of participants reported a positive impact on their health, and 76% a positive impact on their wellbeing.

Many participants used the e-cycles for commuting, and several participants reported that having the e-cycles allowed them to take on work they would not otherwise have been able to do, or helped them to be at work on time, which had previously been challenging. Active travel trips by recipients of e-cycle loans increased by 25% and car trips dropped by 39%. 79% of participants reported that they intended to cycle more regularly after the loan, and 57% of participants intended to buy an e-cycle or bought one during the loan period.

Altogether, participants and organisations are estimated to have saved 600kg of CO₂ in the first year of the project by using e-cycles and e-cargo cycles in the place of cars or vans. A full breakdown of the methodology used to calculate these figures is available in the E-Move 2020-21 Annual Report, which was shared with Welsh Government in July 2022.

Learning

It has become apparent that targeting users by postcode, linked to the Wales Index of Multiple Deprivation (WIMD), does not necessarily ensure gender equity. Inequity in usage of the scheme in 2021/22 is visible at an aggregated level; our usage data shows 39% of our users were women and 60% men, whilst 87% are white and 10% BAME. Disaggregated data analysis – which we do not have for 2021/22 but will be providing for 2022/23 – would almost certainly expose more inequity at a local level. The E-Move team has been closely monitoring the gender split (and other demographics) of users in the second year of the project to ensure greater equity in 2022/23. We also anticipate that the implementation of a gender budgeting approach for E-Move 2 will assist us in improving the project's gender equity in years to come.

The biggest barrier to continued e-cycle use after the end of the loan was the cost of e-cycles. With this in mind, we took the decision after the first year of the project to replace a number of the more expensive bikes within our fleet with cheaper models that loan recipients may be more likely to afford to buy. The implementation of an e-cycle purchase loan scheme in 2022/23

as detailed in the National Transport Delivery Plan will also substantially reduce the financial barriers to ownership faced by many E-Move beneficiaries and across the wider population.

Other barriers included a lack of secure storage, and a lack of cycle maintenance skills/affordable cycle repair; we are therefore looking to ensure affordability, storage and cycle maintenance are factored into the delivery model for E-Move 2. In addition to a gender gap in cycling, there is a gender gap in knowledge/skills to maintain and repair cycles; as such, the provision of affordable cycle maintenance/repair will help reduce barriers to active travel for women and girls.

Data collected around barriers in year 1 was not disaggregated by gender or location; in year 2 we will ensure that this breakdown is available as this will help us to better address issues that impact on gender equity. The collection and analysis of gender-disaggregated data will be complemented with interviews with female participants to understand their experiences of using e-cycles or e-cargo cycles.

Bike usage data is monitored using SeeSense GPS trackers. Unfortunately, it has not been possible to fit the trackers onto every model in the fleet, and there have been some issues with the consistency of data collection from those that have been fitted. The E-Move team therefore liaises regularly with bike recipients to identify when trackers may not be accurately reflecting their usage and works with SeeSense to resolve any issues where possible. Should it be necessary to replace any bikes in the future, models will be chosen that are known to be compatible with SeeSense trackers to minimise any further issues.

The SeeSense heat maps illustrate the key routes taken by E-Move beneficiaries across the focus towns; they have been recognised as a useful tool to inform future National Cycle Network development and the wider work undertaken by Sustrans in these areas. There is also the potential for this data to be used by local authorities to inform future active travel development in these areas.

Proposal

We are seeking a further one year of funding for E-Move 2 in 2023/24 to enable us to expand and diversify the reach of the project, embed the loan scheme across our focus communities and work towards the transfer of ownership of the cycles to these communities to ensure long term access.

The project has built up considerable momentum over the past 18 months; waiting lists for our e-bikes are expanding exponentially, showing that the project's reputation is growing and there is general demand for access to e-cycles. A recent analysis undertaken of the E-Move demographics compared to the actual demographics of the focus towns has assisted project officers in prioritising specific groups to ensure greater equity amongst beneficiaries. We wish to capitalise upon this momentum and the lessons learnt during the pilot, to increase the project's positive impact on the most disadvantaged in our communities.

According to the COM-B model to adopt a new behaviour, an individual must have the Capability to do it, the Motivation to do it, and external factors must provide them with an Opportunity to do it. E-Move enables individuals within the community to have the Opportunity to make sustainable transport choices and to develop the Capability to use sustainable transport; our officers on the ground are also on hand to support and encourage to build individual motivation to make a shift away from private car use.

Stakeholder engagement

We plan to implement location specific engagement plans in each area that set out how diverse voices will be included in ongoing project delivery and show how our resources will be deployed locally to address barriers specific to each focus town. In early 2023 we will be organising stakeholder panels involving community groups that work with underrepresented groups in active travel (such as women, people with disabilities, people of colour and people on low or no incomes), approaching the Welsh Women's Budget Group for recommendations of local women's organisations in each area.

Gender budgeting

Gender budgeting is a way for governments to promote equality through the budget process; planning budgets with the promotion of gender equality in mind has the potential to help address a range of inequalities that have become embedded in public policies and the allocation of resources. The purpose of gender budgeting is threefold: to promote accountability and transparency in fiscal planning; to increase gender responsive participation in the budget process, for example by undertaking steps to involve women and men equally in budget preparation; and to advance gender equality and women's rights.

Authorities have not typically gathered mobility data disaggregated by factors such as sex, gender identity, sexuality, age, ability, race, religion, or ethnicity. An intersectional gender perspective uses gender as an inroad to consider the ways in which multiple inequalities interact and compound each other. An understanding of power dynamics and the ways in which

structural and spatial inequalities contour walking, wheeling and cycling can equip policymakers and practitioners to promote more equitable active travel systems.

We will be analysing the data obtained over the first two years of the project to inform an intersectional gender budgeting approach for E-Move 2, applying a framework (attached here as an appendix) with equity criteria based around the following themes: engagement; accessibility and affordability; and monitoring and evaluation. After analysing the views and responses provided at the stakeholder engagement sessions planned for April 2023, we will then set location-specific targets around relevant criteria for each focus town.

As well as informing current project delivery, with monitoring at built in check-in points throughout the project lifecycle and flexibility within project delivery and budget to address issues as they arise, this approach will help inform future funded programmes to ensure that investment promotes gender equality in active travel and society.

Summaries from the 2021 census will be published by ONS from October 2022 onwards, on topics including:

- Demography and migration
- Ethnic group, national identity, language and religion
- Sex, sexual orientation and gender identity
- Health, disability and unpaid care

As this data comes on stream, we will cross-reference this with demographics of E-Move 2 participants to understand whether and to what extent participation in E-Move 2 is representative of the local population and the population of Wales. It will also be analysed in conjunction with qualitative data from stakeholder interviews with community groups and participants. Together, this data will be utilised to help inform our analysis of the places and communities in which we are operating, providing a holistic picture of who our users are and how usage, needs and barriers vary by demographic.

E-Move Project Officers and staff from key community organisations in each area will receive training on EDI issues in active travel so that they develop gender expertise to be better able to design and deliver the project in a gender inclusive way.

Toolkit development

A 'how to' toolkit will be co-designed and developed with project stakeholders, including all the information and templates that organisations or individuals across Wales would need to

successfully run an inclusive bike loan scheme. It will acknowledge the impact of significant differences in location that may result in approaches needing to be adapted accordingly.

The toolkit will be informed by the lessons learnt throughout the E-Move project and will include guidance on how to ensure inclusion and gender equity are at the heart of any future schemes – in both the process of designing and delivering these and in the outcomes. This should benefit groups underrepresented in active travel as well as groups experiencing high levels of deprivation who could benefit more from accessing such active travel schemes.

Legacy arrangements

We will ensure that legacy arrangements are in place to facilitate transfer of ownership of the bike fleet to interested community parties at the end of the project. This will be via an asset transfer agreement that stipulates a gender budgeting informed process for the cycles' future usage.

Our aim is to identify community organisations in each of our five focus towns to take over responsibility of the cycles in this manner from 1st April 2024. We will commence discussions around this with local partners and stakeholders as soon as possible to maximise the likelihood of the cycles remaining in these areas for the continued benefit of their communities.

If by October 2023 it has not been possible to identify interested parties within all of our focus towns, we will at that point expand our search and consider organisations in other towns and cities across Wales to take ownership of the bike fleet for wider community benefit.

Objectives & milestones

Objectives

Objective 1: To continue to manage and expand low-cost, community-based e-cycle hire and loan pilot schemes in five focus towns with high levels of deprivation in Wales (Swansea, Barry, Aberystwyth, Newtown and Rhyl), to promote and gather evidence from participants on e-cycle and usage.

Objective 2: To continue to manage and expand e-cargo cycle 'library' pilot schemes in two urban locations for two years in Wales (Swansea and Aberystwyth), inviting local businesses

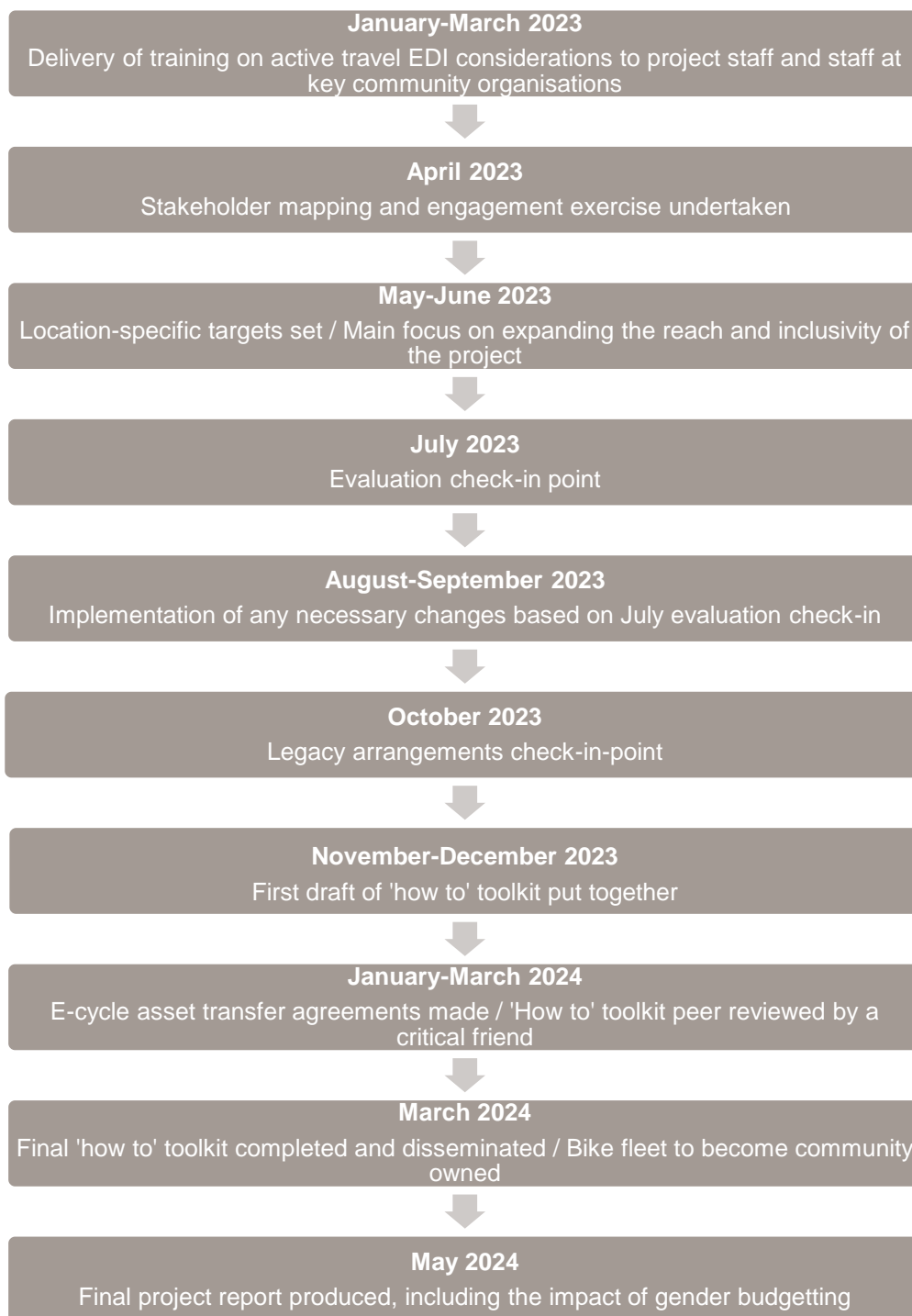
and individuals to engage in trialling different e-cargo cycle models to promote and gather evidence on e-cargo cycle usage.

Objective 3: To increase the reach and inclusivity of the project via undertaking both a gender budgeting approach and a stakeholder mapping and engagement exercise, with a view to ensuring that beneficiaries are fully representative of the populations in which the project operates.

Objective 4: To ensure legacy arrangements are in place to facilitate transfer of ownership of the bike fleet to interested community parties from 1st April 2024, via an asset transfer agreement that stipulates a gender budgeting informed process for their future usage.

Milestones

As a result of the lessons learnt to date, together with the analysis and approaches undertaken over the next 18 months, by the end of March 2024 we will have better understood how to engage with stakeholders effectively and distribute loans more equitably so that e-cargo cycle usage is more inclusive within communities. We will also be working towards our end goal of handing over the ownership and management of the bike fleet to interested community organisations and other parties from 1st April 2024.



Project costs

	2023~24
Staff Resources	187,680
Purchases	2,475
Monitoring & Evaluation	34,345
Storage & Maintenance	17,040
Marketing & Promotion	8,246
Total	<u>249,786</u>

Governance & reporting

Since its inception E-Move has been contributing to the rethinking of active travel governance and ownership to help increase affordability, accessibility and accountability to the public. It has also been contributing towards the following measures from the Wales Transport Strategy Monitoring Framework; we will continue to work towards and report against these in E-Move 2:

- **M1** - % journeys by walking, cycling and public transport
- **S4** - % people who walk or cycle at least once a week as a means of transport
- **M6** - Greenhouse gas emissions from the transport sector

Sustrans will produce quarterly update reports on progress, in support of our claim to draw down funds. We will continue to report back to local stakeholder groups and delivery partners in each location, seeking their input to continuously improve our delivery and ensure we reach the most marginalised and disadvantaged. We will produce an annual report outlining progress against objectives, including any lessons learned to inform future delivery. There will be a final evaluation report, that will include recommendations for future investment in the support of micro-mobility.

We will continue to report against the following quantitative and qualitative data points that we have been collecting since the launch of E-Move in 2021, disaggregated by sex, gender identity, age, ethnicity, employment status and location:

Quantitative

- Demographic profile of those people taking up loan / hire of e-bike (including sex, age, and income or employment status)
- Data on length of hire and loan periods, trip numbers, trip purposes, trip lengths, route taken and elevation change
- Travel mode share from users (including car use, public transport, walking, conventional cycling etc) prior to participation in scheme
- Travel mode share from users (including car use, public transport, walking, conventional cycling etc) during participation in scheme, to specifically bring out:
 - Proportion of e-bike trips/distance that would otherwise have been made by walk / conventional bike / car as driver / car as passenger / public transport / other / not travelled
 - Distance/trip numbers made by any active mode of travel while loaned / hiring the e-bike, compared to before the loan and/or afterwards
 - Distance/trip numbers made by car while loaned / hiring the e- bike, compared to before the loan and/or afterwards
 - Differences in effect on travel behaviour between rural and urban areas
 - An estimate of the average carbon saving per person / loan, again distinguishing between impacts in rural and urban areas.

Qualitative

- Qualitative data from users on how participation in schemes has impacted them; in particular, their health and well-being and whether it enabled trips they would otherwise not have been able to make
- Impact of participation on perceptions of cycling and likely future behaviour/intentions at the end of loan / hire period (e.g. will / will not buy an e-bike; what further incentive would be needed for users to buy an e-bikes); some of these will be compiled in user stories
- Perceived barriers to using the e-bike more.

Risk register

Risk	Proximity	Impact	Mitigation
Increasing maintenance issues due to aging bike fleet	High	Medium	Project staff trained to deal with minor repairs. Increased budget in this area
Reduced capacity from part time staff	High	Medium	May be possible to support with other staff and partners to limited extent
Inability to recruit staff due to limited tenure and time	Low	High	Consider flexibility of role in recruitment and target audience
No funding for Director//technical support	Medium	Medium	Sustrans would need to bear cost of support from existing staff and teams. Utilise partners for support
Unable to cover total cost of project staff required to deliver project effectively	Medium	High	Sustrans carries risk of underwriting staff costs above grant level

Appendix: Gender Budgeting Framework

Equity criteria	PROCESS: How gender equitable are current processes and protocols around the allocation of e-cycle and e-cargo cycle loans through the E-Move project?		OUTCOMES: To what extent have e-cycle and e-cargo cycle loans through the E-Move project led to more gender equitable outcomes in active travel in Wales (and beyond)?	
	Relevant questions	Sample indicators	Relevant questions	Sample indicators
Engagement	What are the sociodemographic and neighbourhood characteristics of those living in the area(s) affected by the project?	% of households experiencing deprivation; % of disabled residents; % of residents of colour; % of households without a car; number of existing public transport options in the area; km of existing active travel infrastructure in the area.	Were community members consulted or engaged with from the beginning and throughout the design/planning and delivery/implementation processes?	Number of & attendance at community engagement events.
	Who are the most vulnerable groups in the area who could stand to benefit the most from access to e-cycles and e-cargo cycles? (e.g. Which communities experience transport poverty? Which communities experience higher levels of deprivation?)			
	How will women's and/or equalities groups (along with other diverse communities and stakeholders) be engaged with from the beginning and throughout the design/planning process of the active travel hubs? How will information about/recruitment for engagement activities and events be disseminated to these groups?	Presence of community engagement plan that reflects an awareness of who the most vulnerable groups are who could benefit the most from infrastructure. Number of women's and/or equalities organisations that the decision-making team is already in dialogue or working with; Self-reported representatives from women's and/or equalities organisations who feel like they can meaningfully input in the decision-making process.	Who participated in and who was missing from engagement processes and how will they be engaged in the future? Do vulnerable or underrepresented groups feel like they have adequately participated in engagement processes? To what extent has working with women's and/or equalities groups enabled a wider, more inclusive engagement process?	Attendance at community engagement events, with disaggregated data (e.g. by sex, gender identity, ethnicity, age, employment status, postcode) where possible; presence of diverse groups in community engagement process; % of people from diverse groups (or self-reported individuals from diverse groups) who feel they have contributed/been listed to in this process. Self-reported representatives from women's and/or equalities organisations who say their involvement has enabled engagement with more diverse communities.
	Have resources been committed to meaningfully engage with key stakeholder groups, particularly from vulnerable and underrepresented communities? Have resources been committed to sustain long-term relationships with key stakeholder groups, particularly from vulnerable and underrepresented communities?	% of budget allocated to community engagement.	In which ways have findings from community engagement been incorporated into the design / implementation / monitoring process? How will relationships with key stakeholder groups, particularly from vulnerable and underrepresented groups, be sustained in the future?	Number of future plans influenced by community engagement findings.

Equity criteria	PROCESS:		OUTCOMES:	
	How gender equitable are current processes and protocols around the allocation of e-cycle and e-cargo cycle loans through the E-Move project?		To what extent have e-cycle and e-cargo cycle loans through the E-Move project led to more gender equitable outcomes in active travel in Wales (and beyond)?	
	Relevant questions	Sample indicators	Relevant questions	Sample indicators
Accessibility & Affordability	Are adequate resources allocated towards ensuring the accessibility of the project (e.g. conducting accessibility audits with disabled people, older people)?	% budget allocated to improving accessibility.	Do the e-cycle loan schemes serve disabled people's needs?	Self-reported disabled users saying that the e-cycle loan schemes and active travel hubs suit their needs.
	Has there been consideration of and provision for adapted cycles?	# of adapted e-cycles available for loan.	Does the project support a greater number of disabled people to access active travel?	Presence and number/percentage of disabled people using adapted e-cycles.
	Has there been analysis of which key services the use of e-cycles and e-cargo cycles will enable access to?	Availability of data/analysis on key services within easy reach via e-cycles and e-cargo cycles.	Does the project facilitate care-related, encumbered journeys?	Proportion of trips made for care; distance of care-related trips.
			Does the project reduce travel time/cost for everyday journeys for women, disabled people, communities of colour, low income households?	% reduction in travel time/cost for women, disabled people, communities of colour, low income households.
			What impact has the project had on local businesses and local economic development?	Self-reported perceptions of project impact from local business owners; funding allocation to local organisations to support project delivery; business transportation costs; proportion of commuting journeys made.
Monitoring & Evaluation	Is there a clear expectation to collect and analyse sex-disaggregated data and data disaggregated by other sociodemographic characteristics (e.g. gender identity, ethnicity, age, employment status, postcode) throughout the project?	% budget allocated to (disaggregated) data collection and analysis.	Has the project helped to reduce the gender gap and other inequalities in cycling?	Presence of disaggregated data; % budget spend on data collection and analysis. Data on cycling diversity pre and post (e.g. % men and % women cycling, % white people and people of colour cycling).
	What are the measures determining whether/the extent to which underserved groups are better off as a result of this project?	Existence of an Equality Impact Assessment conducted during the design/planning process of the active travel hubs.	Is data being disaggregated by other sociodemographic characteristics? (e.g. gender identity, ethnicity, age, employment status, postcode.)	Presence of data disaggregated by other characteristics.
	What mechanisms are in place to enable corrective action if/when resource allocations result in negative outcomes for women, girls and other marginalised groups?	Existence of an ongoing evaluation and re-design mechanism across the project lifecycle.	Is there any learning from monitoring & evaluation of this project that can inform future design and delivery guidelines to better respond to the travel needs of vulnerable communities (e.g. households with low income, women, people of colour)? If so, how is this learning being integrated?	
	How will learning from the monitoring & evaluation of this project inform future funding allocation guidelines and decisions to better respond to the travel needs of vulnerable communities (e.g. households with low income, women, people of colour)?	Existence of a formal end of project evaluation report detailing lessons learnt.	Are there any mechanisms to assess gender and other differences in beneficiaries' satisfaction with the project? If so, are there any gender or other differences in satisfaction levels?	Presence of disaggregated data; % budget spend on data collection and analysis