



CLACTON & JAYWICK SANDS

# Impact Report



PREPARED AND PRESENTED BY  
THE ACTIVE ESSEX INSIGHT AND EVALUATION TEAM

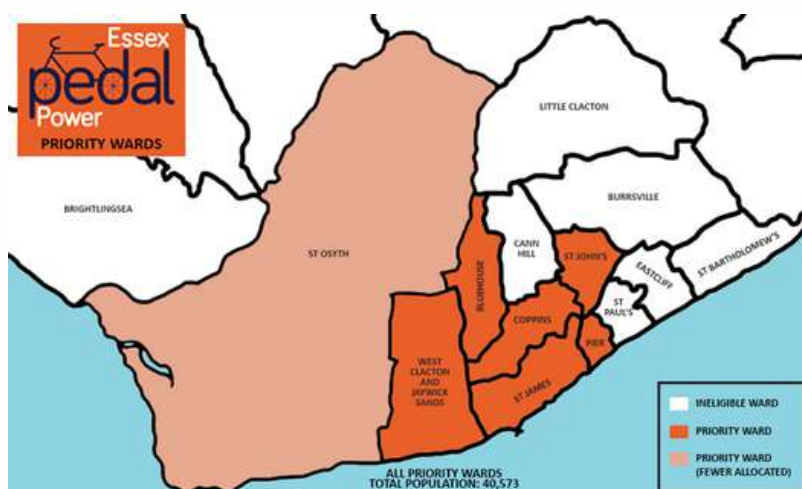
# About Essex Pedal Power in Clacton & Jaywick



Essex Pedal Power (EPP) is a community-based cycling programme that launched in the Clacton and Jaywick areas of Tendring in Spring 2021. The programme in Clacton and Jaywick is jointly led by Active Essex, The Active Wellbeing Society (TAWS) and Essex County Council's Sustainable Transport and Localities Teams, and funded by the South East Local Enterprise Partnership (SELEP), Sport England, NE Essex NHS Integrated Care Board, and ECC Levelling Up fund for £3,179,322. The Essex Pedal Power programme provides qualifying residents with free, high-quality bikes to both support them to become more physically active, whilst also enabling them to travel to work, school and leisure activities, at low cost, both financially and environmentally.

Through the Essex Pedal Power scheme, 797 applicants have been provided with high quality bikes, all of them dynamo-GPS tracked. Bikes are initially loaned to participants for 12 months. However, if a bike is being used regularly, participants are able to keep it permanently. The programme also provides free training for residents to learn to cycle and carry out basic bike maintenance and is creating community cycling groups. In using an asset based community development and whole system approach, the programme intends to reach beyond those receiving a bike, extending to the wider community.

Eligibility criteria for Essex Pedal Power in Clacton and Jaywick is living in a priority ward and being over 12 years old. Seven of the most deprived wards within the local authority district of Tendring have been identified as areas within which the residents would benefit most from the programme. The wards, highlighted in Map 1, are Bluehouse, Coppins, West Clacton and Jaywick, Pier, St James, St Johns and St Osyth.



Map 1: Priority Wards for Essex Pedal Power in Clacton and Jaywick

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# About this report

EPP has six intended outcomes which will be explored through the available evidence:

- 1** Increase cycling participation to level up inequalities
- 2** Increase sustainable travel through cycling, including developing local cycling infrastructure
- 3** Increase the employability of local people and improve the local economy, including access to employment, education and training opportunities
- 4** Increase the fitness and physical health of inactive people
- 5** Increase the wellbeing of inactive people
- 6** Increase the resilience, connectedness and social capital in local communities

Qualitative and quantitative data have been collected to assess the impact of the programme. Data explored in this report is accurate to 31st July 2023. Quantitative data was collected from applicants during baseline and follow-up surveys. Surveys were completed by both recipients and non-recipients in June and November 2022, and in June 2023. Surveys explored demographics, attitudes, psychological and physical wellbeing of more than 500 participants[1]. Moreover, GPS trackers provided the opportunity to measure participants cycling activities while interactions with participants allowed for collection of almost 40 participants and volunteers' stories.

The evidence gathered has been benchmarked against Sport England Active Lives Survey and ECC Essex Resident's Survey. Active Lives is run on annual basis by Sport England and include answers around physical activity of 177,551 adults ages 16+ across England[2]. Essex County Council run the Essex Resident's Survey on annual basis and include data around demographic, mental and physical wellbeing of 5,987 adults aged 18+ across the whole Essex[3]. Comparisons with open data survey allow to better grasp the impact EPP is having in Clacton and Jaywick. An explanation of measures used in Essex Pedal Power's surveys is provided in the appendix.

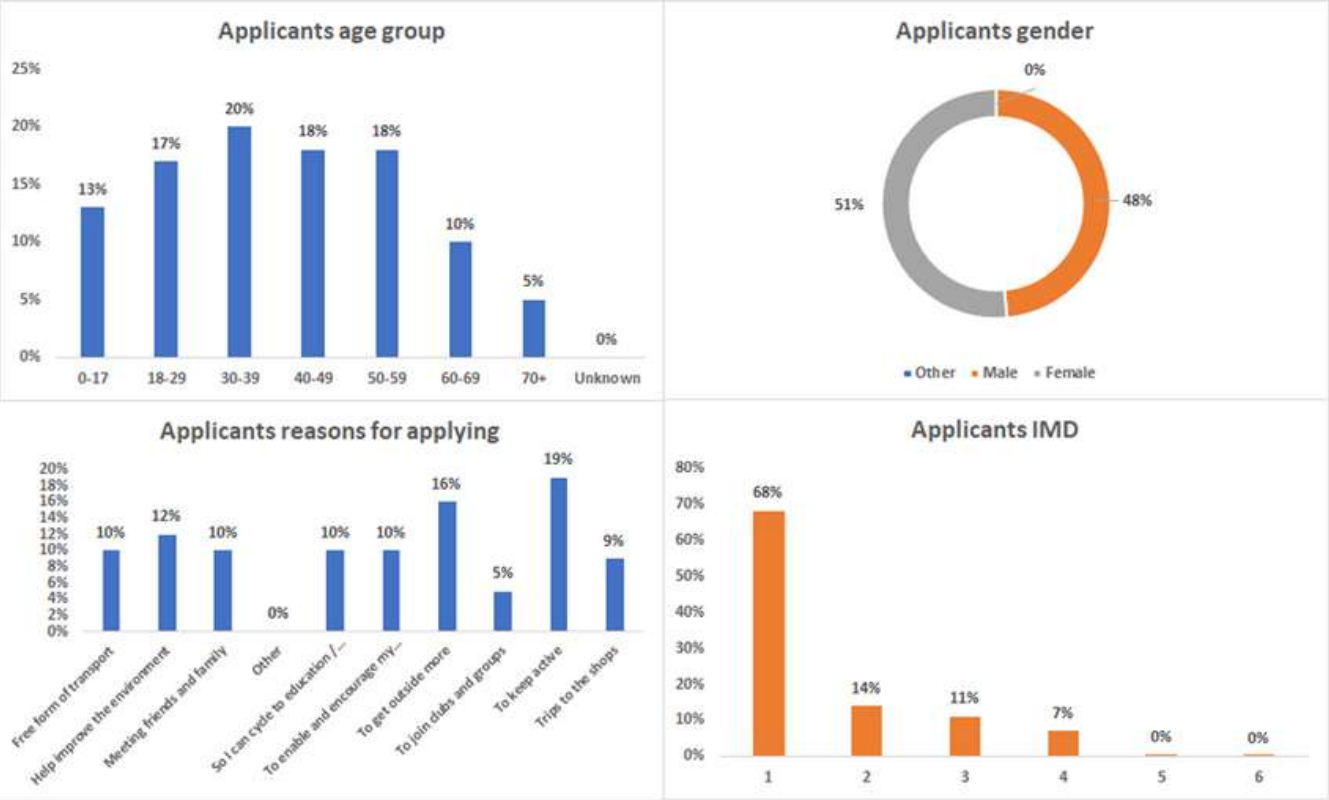


# Increase cycling participation to level up inequalities

“ Before having the bike Janet was not doing any activity but short walks. Now she goes out everyday and cycles at 5am to see the sun rise. ”

Essex Pedal Power is providing the opportunity to cycle to eligible residents living in the most deprived areas of Clacton and Jaywick. Since the programme launch, 797 bikes have been distributed. As figure 1 shows, almost 70% of applicants live in an area within the 10% most deprived areas in England. Applicants are evenly distributed between males and females and 94% of applicants have a white ethnic background. Respectively, 51% of applicants identify themselves as females while 49% are males. Almost 40% of applicants are aged between 16-39 years old and applied mostly to keep active and to get outside more. 37% of respondents from baseline survey reported having a long-term health condition (LTCH), of the 356 respondents with LTCH, 32% reported their disability is affecting their mental health and 14% their mobility.

Picture 1: applicants demographic and reasons for applying





Essex Pedal Power is enabling bike recipients to have increased opportunities to cycle to enhance their health and wellbeing. The programme has provided 63 led bike rides since February 2023 and 151 cycle training sessions since launch. As table 1 shows, the percentage of respondents who felt capable of doing physical exercise and enjoyed it increased substantially from baseline to follow up for bike recipients while slightly reducing for non-bike recipients. Essex Pedal Power participants feel that riding a bike is both a feasible and enjoyable exercise compared to other physical activities and sports and allowed them to develop more confidence in their capabilities of doing physical activity. Recipients who completed cycle training reported feeling more confident and consider its completion as a huge personal achievement.

“My biggest achievement is starting to cycle and learning how to ride. I feel positive and think life is good and looking on the bright side. The community is very supportive, they have fun and are very helpful. I also volunteer and helps occasionally with Essex Pedal Power. It has also given me the confidence to volunteer elsewhere. I have fallen in love with cycling it is like my second husband and it is a breath of fresh air.”



Table 1: changes in perception of opportunity, capability and motivation of Physical Activity from May 2021 (baseline)

Agree/ Strongly Agree	Baseline	Follow up - Bike	Follow up - No Bike
Opportunity	86.24%	88.54%	83.72%
Capability	86.48%	88.1%	83.46%
Motivation	76.64%	82.65%	75.68%

Essex Pedal Power is encouraging applicants to cycle more. Table 2 illustrates the perception of capability, opportunity and motivation of physical activity for participants with and without LTHC. At baseline, applicants with LTHC reported being less confident in their capability and opportunity of enjoying cycling while reporting a similar confidence in the chance of enjoying it. However, only 10% of applicants without LTHC reported cycling weekly while 5% of participants with LTHC used to cycle regularly. Displaying a gap between the intentions of doing physical activity and the opportunity to cycle. As most of applicants live within the 10% most deprived areas in England, the low percentage of applicants cycling suggest that they might experience economic barriers to cycling that impede them to be physically active. Since launch, cycling participation has increased for bike recipients, who have made 63,145 trips, cycling for 171,433 kilometres.

Table 2: changes in perception of opportunity, capability and motivation of Physical Activity from May 2021 (baseline) for applicants without and with LTHC

Agree/ Strongly Agree	Ability	Opportunity	Motivation
No LTHC	92.8%	84%	79.6%
LTHC	76%	67.7%	71.7%

Data suggests that Essex Pedal Power is increasing cycling participation within the most deprived areas in Clacton and Jaywick. Almost 70% of applicants live within the 10% most deprived areas in England and did not cycle regularly despite feeling capable and having the opportunity to do physical activity. Since receiving their free bikes, recipients felt more capable, having more opportunities and reported higher engagement with physical activity compared to baseline, suggesting that having a bike made it easier to overcome a barrier to physical activity which reflected on the low percentage of applicants cycling regularly at the time of their applications.





# Increase sustainable travel through cycling

61% of bike recipients report that they are using their bikes mostly for leisure and to meet family or friends. Map 2 and table 3 provide a further insight on recipients' trips. Map 2 highlights most recipients are cycling along the seafront, actively using the new cycling path that was opened at the end of April 2023.

“

Having a bike helps so much, getting the bus is getting too expensive now with the prices going up. It would cost me five pound to get on a bus from here to town but on the bike it's free and it's brilliant.

”

Table 3 displays the most popular destination, showing bike recipients are mostly cycling towards Waterglade Retail Park and Clacton Pier. Bike recipients also perceived it easier to access supermarkets, training opportunities and access to education. Before having a bike, recipients found it difficult to travel for groceries and to care for family members, as well as take their children to school. Having a bike means that they can travel with ease, which in turn reduces time constraints pressures on their day-to-day lives.

Map 2: most popular routes in Clacton and Jaywick Sands, the brighter the colour, the higher the popularity



Table 3: most popular routes in Clacton and Jaywick

Location	Total Stops at Location	Distinct Bikes
Waterglade Retail Park	153	43
Area in front of Clacton Pier	90	37
Hastings Avenue - Marine Parade West area	88	40
Pedestrian Zone (Clacton Town Centre)	88	37
Jaywick Enterprise Centre	88	26
Marine Parade West	69	34
Marine Parade East	56	23
Station Road	50	21
Pier Avenue	46	22
Brook Retail Park (Tesco)	46	16

“ Mary thinks EPP is an amazing opportunity as it allows her to look after her mother easily. Before having an EPP bike, she had to walk for more than 30 minutes to her mother’s house to look after her, which became difficult with her job starting at midday, facing serious time constraints. She also uses her bike to shop, so it’s easier now to get around the neighbourhood. ”







“ Sean uses his bike regularly to take his children to school on the bike trail. He used the bus before, but his children love the trail and don't want to take the bus anymore. He is using the bike both to look for jobs outside of his local area and to go shopping as there are no grocery store close to his house: it would take him 30 minutes to go shopping and he is able to get back time for himself by cycling for 10 minutes. ”

The programme is increasing sustainable travel in Clacton and Jaywick. The National Travel Survey [1] (NTS) estimated British citizen's took an average of 15 car trips each week in 2021, which did not substantially change compared to 2020 estimate. Essex Pedal Power's weekly car journeys are both lower and display a decreasing trend compared to NTS: weekly car usage dropped from 6.5 at baseline to 5.7 for bike recipients and increased to 8.5 for non-recipients, saving an estimated 20,165 kg of CO2 since programme launch. Essex Pedal Power applicants already tend to use their car less compared to the national average. However, data on CO2 saved since program launch along with the registered decrease in weekly car trips suggest that recipients have reduced their car usage since they got their bikes. As table 4 below shows, recipients who reported the least number of weekly car journeys are also those who cycled the most, showing how Essex Pedal Power has contributed to reduction in car usage.

Essex Pedal Power is positively contributing towards sustainable travel. Despite applicants doing already less car journeys compared to the national average, car usage has dropped for bike recipients from baseline while it increased for non-recipients. Moreover, bike use appears to be higher for recipients who did less car journeys, suggesting bike recipients are using their bikes instead of their cars.

Table 4: Average cycle rides, distance travelled, and CO2 saved per weekly car journeys.  
139 Respondents

Car Journeys	AVG CO2	AVG Trips	AVG Distance
0-2	76.4	228.3	626.6
3-5	17.4	51.7	140.2
6-8	22.3	53.4	180.2
9+	13.7	39.1	126.3

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# Increase employability of local people & improve local economy

Essex Pedal Power has increased volunteering opportunities in Clacton and Jaywick. Since programme launch, 20 volunteers worked for 3,999 hours for Essex Pedal Power. Moreover, 33% of bike recipients have volunteered in the last year compared to 21% of non-recipients. It represents a substantial increase from baseline, where only 11% of participants reported having volunteered in the last year. Some Essex Pedal Power participants joined as volunteers after receiving their bikes. Volunteers mainly joined to meet new people, and some now describe it as their second family.

“

Mark uses his bike regularly to commute to work, going to shop for groceries and for leisure with his friends. Before having an EPP bike, he was forced to walk for over 50 minutes to commute while his bikes allow him to be there in 15 minutes.

”



The programme is contributing towards increasing the employability of its participants. Over two years, six bikes have been given to applicants who were referred by job centres in Clacton and Jaywick and 5 further people found employment thanks to the programme. While the percentage of applicants needing a bike for employment did not substantially change between bike and non-bike recipients, 18.3% of bike recipients have recently applied for a new job while only 16.6% of non-recipients did so. Having a free bike allowed them to get involved in the programme and in some cases, to start their own voluntary work to support their local neighbourhood. Moreover, participants who are looking for a job can look for employment opportunities outside their local area, allowing them to seek additional employment opportunities.

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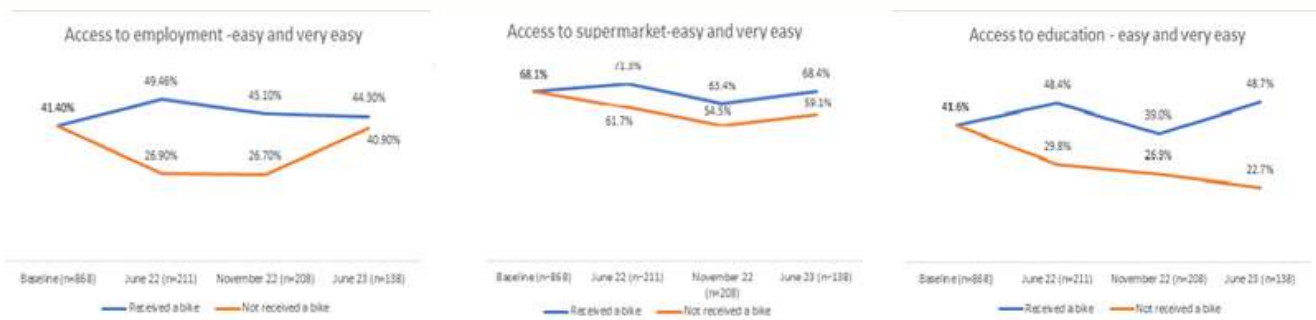
Having been dealt with a very challenging set of circumstances, EPP has been fundamental to my wellbeing, both mentally and physically. It's so much more than cycling and the knock-on effect in terms of introduction to people means I am now engaged in other activities too. There is always a friendly, inclusive and warm welcome when we pop into the Jaywick office, it's an initiative which is a true credit to the community.

”

Data suggests that Essex Pedal Power is also increasing perceived access to local services and opportunities. As figure 2 below shows, the percentage of applicants who find it easy or very easy to access employment, education opportunities and supermarkets increased from baseline to June 2023 for bike-recipients, while substantially decreasing for non-bike recipients. The use of GPS data from the Essex Pedal Power has informed the locations of 11 new cycle parking installations across Clacton and Jaywick.

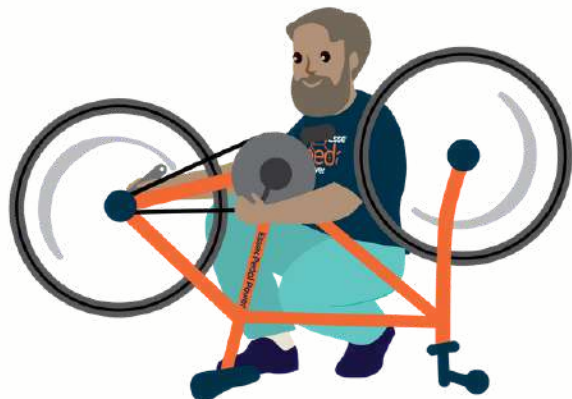
In April 2023, a 1km-long cycle route was opened to connect Jaywick and Selsey Avenue in Clacton. The new cycle route is 3km away from Clacton Pier and includes modern solar powered lighting that make it easier to cycle in the evening. The new cycle route has been largely used by bike recipients, who, as Map 2 shows, enjoy riding along the seafront for leisure.

Figure 2: changes in access to local services and opportunities from baseline to June 2023.



“ As a result of receiving his Essex Pedal Power bike, and with the support of the EPP team and CVST, Richard has set up his own organisation to support local residents. He collects and distributes refurbished bikes to those who do not qualify for the EPP programme. It’s a wonderful project where every bike component stays in the neighbourhood. If components are too damaged, he gives them to other local organisation such as old tyres to build the roofs of bird’s houses.

” Data suggests that Essex Pedal Power is increasing the employability of its participants. Volunteering levels for bike recipients substantially increased from baseline. While there has been no significant effect on the percentage of bike recipients who are currently working full-time since baseline, recipients reported finding it easier to access grocery stores, employment and education opportunities. Along with the increase in bike recipients who recently applied for a job opportunity, this might suggest that having a bike make it easier for recipients to commute and explore employment opportunities outside their local area.



# Increase the fitness & physical health of inactive people

“

Donna got into EPP as her GP told her it could be extremely helpful for her legs and she feels EPP has been a godsend with the impact it's had on her life.

”

Essex Pedal Power is increasing participants health and well-being. Table 5 illustrates how participants self-reported health changed across two years. The percentage of applicants reporting their health being good, very good or excellent increased from 63.03% to 71.18% for bike recipients while it dropped to 54.82% for non-recipients. Moreover, applicants who felt in good health also felt more capable and enjoyed riding their bikes. Table 6 shows the change in percentage of applicants who self-reported feeling in poor health while feeling capable of riding a bike and enjoy it. The percentage of applicants not feeling in good health who had more opportunities to cycle increased to 52.2% for bike recipients while decreasing for non-recipients.

Similarly, the percentage of bike recipients who felt not in good health and enjoyed riding a bike increased from baseline compared to non-bike recipients. Recipients with medical conditions find it harder to be physically active. Having a bike made them capable of moving independently again, providing them with a chance that they would not have had otherwise.

Table 5: change in self-reported health from baseline

Self-reported Health	Baseline	Follow up - Bike	Follow up - No Bike
Good	36.73%	42.03%	34.75%
Very Good	21.90%	22.37%	15.44%
Excellent	4.40%	6.78%	4.63%





Table 6: changes in perception of opportunity, capability and enjoyment of cycling for applicants feeling not in good health from baseline.

	Baseline	Follow up - Bike	Follow up - No Bike
Opportunity	45.5%	45.8%	52.2%
Capability	57.4%	50%	43.5%
Enjoyment	59.3%	62.5%	65.2%

“ Essex Pedal power is a great scheme allowing me to keep active whilst on my journey with slimming world. I have lost 3 stone with the help from using the bike. I have achieved greater distances than I thought I'd ever do. Thank you to all of you at Essex Pedal Power. ”

“ Reginald feels the bike has had a great impact on his wellbeing: he has a bad ankle and was not feeling independent as walking is difficult for him however, he feels capable of riding and loves to have his independence back. ”

Essex Pedal Power is increasing participants' physical activity levels. 77% of bike recipients were not meeting the Chief Medical Officer's guidelines for physical activity (150+ minutes per week) before they got their bikes. Table 7 and Figure 3 below illustrate how physical activity and cycling levels changed across bike and non-bike recipients from May 2021 (baseline) to June 2023. Over a 2 years-period, activity levels rose from 50% at baseline to almost 70% in June 2023 for bike recipients while it stayed stable at 48% for applicants who did not receive a bike. Moreover, the percentage of applicants who ride their bikes at least once a week increased from 11% at baseline to 37% in June 2023. Table 5 compares physical activity levels for Essex Pedal Power participants with the Sport England Active Lives data. In June 2023, almost 70% of bike recipients were doing more than 2 hours of physical activity each week compared to 63.1% nationwide. Moreover, only 14.8% of bike recipients reported doing less than half an hour of fitness activities each week compared to almost 26% of Active Lives respondents. Participants feel that riding a bike is both a feasible and enjoyable exercise compared to other sports and would be otherwise physically inactive.



Table 7: changes in physical activity levels from May 2021 (baseline)

Activity Level	Baseline	Nov 22 - Bike	Nov 22 - No Bike	Jun 23 - Bike	Jun 23 - No Bike	Active Lives 2022
Active	50.2%	57.1%	44.4%	69.6%	47.6%	63.1%
Fairly Active	18%	31%	13.7%	15.7%	14.3%	11.1%
Inactive	31.8%	11.9%	41.9%	14.8%	38.1%	25.8%

Figure: changes in weekly cycle rides from May 2021 (Baseline)



Essex Pedal Power is enhancing recipients' physical wellbeing. The percentage of applicants doing 150 minutes or more of physical exercise each week increased for almost 20% for bike recipients from baseline while decreasing for non-recipients. Moreover, bike recipients who do not feel in good health reported feeling having greater opportunities to do physical activity. Alongside the substantial increase in cycling participation from baseline for bike recipients and the increase of recipients reporting feeling at least in good health, this suggests that Essex Pedal Power has provided a chance for bike recipients to keep active they would have not had otherwise.



# Increase the wellbeing of inactive people

Recipients' mental wellbeing is positively influenced by the EPP program. Table 8 illustrates how participants' wellbeing changed between bike and non-bike recipients from baseline. Bike recipients reported higher levels of life satisfaction, happiness and having a worthwhile life compared to baseline while non-recipients' wellbeing decreased.

“It's improved my mental health no end. I feel so much better about myself and I'm getting regular exercise. It's taken me from being completely isolated to going out and doing more social activity.”

Moreover, bike recipients reported feeling less anxious compared to those who did not receive a bike. Bike recipients on average reported being happier, being more satisfied with their life and considering their life worthwhile compared to Active Lives respondents. Since having the bike, participants feel more confident. Many of the bike recipients had not cycled since they were children and re-discovered how satisfying it is to ride a bike.

Table 8: average score of happiness, life satisfaction, life worthwhileness and anxiety for program and Active Lives.



Phase	Happiness	Satisfied Life	Worthwhile	Anxious
Baseline	6.59	6.59	7.31	4.17
Follow up - no bike	5.78	5.64	6.63	5.32
Follow up - bike	7.07	7.07	7.71	4.44
Active Lives 2022	6.99	6.91	7.12	3.59



# Increase the resilience, connectedness, & social capital in local communities

“ Everyone in the community is very approachable, friendly and there is a great sense of community. ”

The programme is positively affecting community engagement. Over the past two years, Essex Pedal Power has delivered 151 training sessions attended by 145 bike recipients, with some riders attending multiple sessions to gain confidence to cycle independently, and provided 63 led rides since February 2023. Moreover, the percentage of applicants who never felt lonely increased from 38.1% at baseline to 44% for bike recipients while decreasing to 30% for non-recipients.

Bike recipients enjoy led rides, they find it a great opportunity to meet new people in their area. Thanks to their bikes, participants can ride along with their friends and create informal riding groups with other riders they would have never met without the programme.

“ EPP has socially improved my life massively! I enjoy the group rides, I really look forward to them and they have greatly improved my physical activity levels. I've done 150 miles in a week, which is a huge achievement for me. I also feel really supported within the community. ”

“ Lucas attends led rides with other EPP riders as it considers it a great event to socialise with others, to the point he is also part of local informal riding groups outside of the EPP programmes. ”

“ Ben enjoys riding with his friends, who all already had a bike and he was unable to join them previously. ”





Essex Pedal Power is having a limited impact on community cohesion. Table 9 illustrates percentage of respondents who are satisfied with their community, trust their neighbourhood and are confident the EPP programme is bringing positive change. From May 2021, the percentage of applicants who believe in the ability of their neighbourhoods to promote local change increased to 77% for bike recipients while being almost stable for non-recipients, which is considerably higher than Essex residents. Moreover, bike recipients reported higher levels of neighbourhood trust and satisfaction compared to non-recipients.

Table 9: community trust, satisfaction and change for programme and Essex Residents Survey

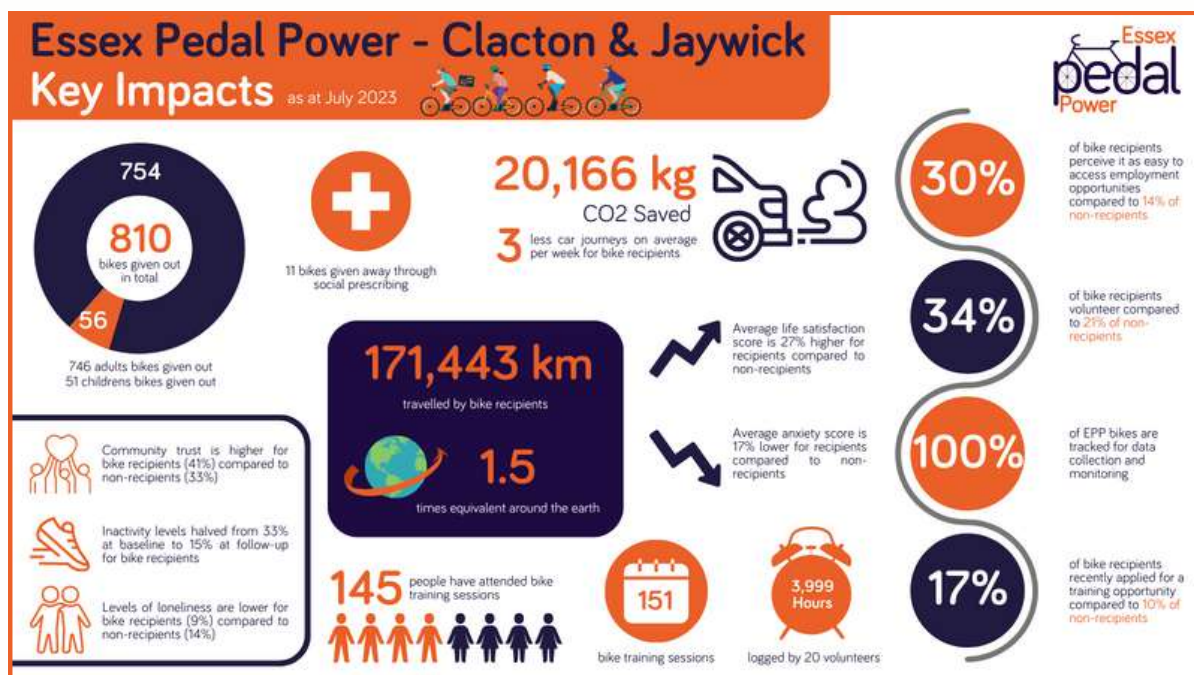
Community assets - agree or agree strongly	Baseline	Follow up - Bike	Follow up - No Bike	Essex Residents
Trust	44.3%	41.2%	32.8%	58%
Community Satisfaction	74.6%	72.3%	66.4%	78%
Community Change - Confidence	70%	77%	70.3%	48%



# Discussion

The evidence presented above demonstrates that Essex Pedal Power is having a substantial impact on multiple outcomes. These are summarised in Figure 3. below. EPP has enabled residents of the most deprived areas in Clacton and Jaywick to greatly increase their physical activity levels and encouraged sustainable active travel in the area. The programme has also made it easier for applicants to access employment and local services and helped people in finding employment. Moreover, bike recipients' health and well-being has been positively affected by the programme compared to applicants who did not receive their bike. Finally, the programme has provided new volunteering opportunities in the area and increased bike recipients confidence in their neighbourhood.

Figure 3: Summary of key impacts as of July 2023



The impacts demonstrated by EPP appear stronger than national trends. Over the last year, Active Lives survey showed an increase of almost 2% in British adults' activity levels and a decrease of 0.4% in the population of physically inactive adults. From baseline, activity levels for Essex Pedal Power bike recipients increase of almost 20% while cycling participation increase of 17%. While adults appear to do more physical activity nationally, Essex Pedal Power has contributed towards strengthening a positive change. The NTS reported the nationwide weekly usage of cars to be almost unchanged while Essex Pedal Power has contributed to reduce weekly car journeys in Clacton and Jaywick. This suggest that Essex Pedal Power is contributing towards sustainable travel effectively. There is limited evidence that Essex Pedal Power is having an impact on community cohesion. Data suggests Clacton and Jaywick has lower level of community cohesion than Essex and changes in the follow up do not appear to be significant. However, bike recipients consistently show positive changes compared to non-recipients. While this suggest that bike recipients are more connected to their community than non-recipients, the lack of a significant change from baseline suggest further analysis should focus on how the program is impacting communities where residents took part to the program.



# Conclusion

Essex Pedal Power provided moderate evidence of increasing cycling participation in low-income neighbourhoods of Clacton and Jaywick. Although the majority of applicants felt they had the opportunity and the motivation to be physically active regardless having a LTHC, only a small minority reported cycling regularly. Since receiving an Essex Pedal Power bike, recipients felt more capable, having more opportunities and reported higher engagement with physical activity compared to baseline, suggesting that having a bike made it easier to overcome a barrier that kept participants from doing physical activity.

There is strong evidence that Essex Pedal Power is contributing towards sustainable travel and developing cycling infrastructure. Since baseline, there has been a substantial decrease in weekly car journeys for bike recipients, bike use appears to be higher for recipients who did less car journeys, suggesting bike recipients are using their bikes instead of their cars. Moreover, as most of bike recipients reported cycling for leisure, the use of GPS data has allowed to develop a new cycling route along Clacton and Jaywick's seafront, which is one of the most popular routes for bike recipients.

Essex Pedal Power is moderately increasing the employability of its participants. Both the percentage of bike recipients who recently applied for a job or volunteering opportunities increased from baseline and is substantially higher than non-recipients. Bike recipients' perception of proximity to local services and opportunities increased from baseline, suggesting the program is making it easier to commute and look for employment opportunities outside their local area.

There is strong evidence that Essex Pedal Power is enhancing recipients' physical wellbeing. The percentage of applicants doing 150 minutes or more of physical exercise each week increase of almost 20% for bike recipients from baseline. Moreover, there has been a substantial increase in applicants reporting feeling at least in good health and cycling participation for bike recipients while they decreased for non-recipients. By providing free bikes, the program has allowed bike recipients to be physically active.

There is moderate evidence that the program has positively impacted recipients' wellbeing. Since baseline, bike recipients reported higher levels of life satisfaction, happiness and having a worthwhile life compared to baseline while non-recipients' wellbeing decreased.





Although the increase appear substantial, further analysis should address the reasons why bike recipient's wellbeing appears higher than non-recipients.

The program is having a limited impact on community cohesion. While bike recipients consistently have greater trust and satisfaction in their community, these levels are smaller than baseline and Essex. However, bike recipients reported a higher confidence in their neighbourhood being able to bring positive change compared to baseline. As the belief in the capability of a neighbourhood to bring change at baseline was already higher compared to Essex Residents, this

might suggest the program is positively affecting positive trend. Further analysis should focus on how the program is impacting communities where residents took part to the program.

When exploring the evidence together, this is suggesting that Essex Pedal Power is encouraging a number of healthy behaviours such as increased Physical activity and well-being, increasing sustainable travel, facilitating commuting and enhancing volunteering. As this project continues to expand, we will collect more data to further strengthen the evaluation of Essex Pedal Power's impact. The impact of Essex Pedal Power will be further enhanced by the free bikes' evaluation scheme, which will explore wider economic and social impact of free bikes more widely in England.





# Appendix

Measure	Question	Explanation
Exercise - Opportunity	To what extent do you agree or disagree with the statement 'I feel that I have the opportunity to be physically active'?	Respondents are asked to assess how much do they think they can do physical activities on a scale from strongly agree to strongly disagree.
Exercise - Capability	To what extent do you agree or disagree with the statement 'I feel that I have the ability to be physically active'?	Respondents are asked how confident they are in their ability to do physical exercise on a scale from strongly agree to strongly disagree.
Exercise - Enjoyment	To what extent do you agree or disagree with the statement 'I find exercise enjoyable and satisfying'?	Respondents are asked to assess how much they enjoy doing physical exercise on a scale from strongly agree to strongly disagree.
Happiness	Overall, how happy did you feel yesterday?	Respondents assess their own happiness on a scale from 0 to 10
Satisfied Life	Overall, how satisfied are you with your life nowadays?	Respondents assess their own life satisfaction on a scale from 0 to 10
Worthwhile	Overall, to what extent do you feel the things in your life are worthwhile?	Respondents assess how much they feel their lives are worthwhile on a scale from 0 to 10
Anxiety	On a scale where nought is 'not at all anxious' and 10 is 'completely anxious', overall, how anxious did you feel yesterday?	Respondents assess how anxious they feel on a scale from 0 to 10

Measure	Question	Explanation
Trust	To what extent do you agree or disagree that most people in your local area can be trusted?	Respondents assess how much they trust their neighbours on a scale from strongly agree to strongly disagree.
Community Satisfaction	Overall, how satisfied or dissatisfied are you with your local area as a place to live?	Respondents are asked to assess how satisfied they are with the place where they live on a scale from completely satisfied to completely dissatisfied.
Community Change	To what extent do you agree or disagree with the following statement? "When people in this area get involved in their local community, they really can change the way that their area is run."	Respondents are asked to assess how much do they feel their neighbours are able to mobilise to bring positive change to their local area on a scale from strongly agree to strongly disagree.