How do we build an inclusive culture for disabled cyclists?

Wheels for Wellbeing
Removing barriers to cycling

#BeyondTheBicycle
Welcome

Removing barriers to cycling
About us

- Established 2007
- South London
- Inclusive cycling sessions – 200 adapted bikes
- Disabled cyclist led organisation
- 2016/17 – reached 1,200 disabled people aged 2-99
Disability in the UK

• **1 in 5** people have a disability

• Disabled people are **half as likely** to be active, with physical inactivity the fourth largest cause of disease and disability

• Disabled people are much more likely to be **socially isolated** and have smaller support networks

• **17%** of disabled Londoners cycle regularly or occasionally compared to 19% of non-disabled Londoners (*TfL 2015*)
What are the barriers to inclusive cycling?
The 6 forms of exclusion to cycling

National Propensity to Cycle (DfT, 2016)

(1) **Physical** – physical barriers on cycle routes disproportionately exclude some groups;

(2) **Geographical** – an area lacks the infrastructure to support local cycle trips;

(3) **Time/distance-based** – as distance increases, propensity to cycle falls;

(4) **Economic** – people are financially excluded by personal transport costs such as purchasing a bicycle or cycle hire membership;

(5) **Fear-based** – while people generally prefer greater separation from motor traffic, groups have different average levels of tolerance to motor traffic risk;

(6) **Destinations** – the cycle network fails to connect key destinations

(7) **Perception** – a cultural perception/misconception that disabled people are non-cyclists
Physical - infrastructure

What are the issues?

- Dimensions of non-standard cycles
- Lack of foresight by designers/civil engineers
- Absence of a technical standard
- Excludes other types of cyclist

Wheels for Wellbeing survey 2017

Inaccessible cycling infrastructure is the single biggest difficulty faced by disabled cyclists in UK
Destinations - facilities

What are the issues?

• Cycle parking designed for standard bicycles
• Non-standard cycles prohibited on public transport
• Cycle hire and loan facilities not inclusive

Wheels for Wellbeing survey 2017
36% unable to park/store a non-standard cycle due to inadequate facilities

Audit of Train Operating Companies
Only 1 out of 25 TOCs had a policy permitting the storage of non-standard cycles onboard
Economic - cost

**What are the issues?**

- Non-standard cycles are expensive
- Disabled people more likely to be on lower incomes and work part-time

**Wheels for Wellbeing survey 2017**

Introducing **subsidies** for non-standard cycles was 2\textsuperscript{nd} most popular measure to encourage more disabled people to cycle

**1 in 10** unable to use Cycle to Work scheme because non-standard cycle was too expensive
Perception - recognition

What are the issues?
• Disabled people seen as non-cyclists
• Lack of images of non-standard cycles
• Cycles not recognised as a mobility aid

Wheels for Wellbeing survey 2017
1 in 3 have been asked to dismount, even though they were using their cycle as a mobility aid

Audit of London cycling/transport plans
Just 2% of all images of cycles depicted in cycling strategies were of a non-standard cycle

Only 2% of all references made to disabled people in LIPs were as cyclists
How do we build an inclusive cycling culture?
Experiences of disabled cyclists – 2017 survey

From February to March 2017, Wheels for Wellbeing carried out a survey to gather the views and experiences of disabled cyclists nationally in order to better understand their issues and concerns.

We believe this is the first ever such survey. Results challenge some widely held assumptions about disabled people and cycling. They also highlight a clear need to carry out a lot more research into this group.

A total of 221 disabled cyclists from around the UK took part in the survey – a huge thank you to everyone who participated!

Below are the results:

Summary
Disability cyclists are most likely to:
- Be middle-aged;
- Own a standard two-wheeled bicycle;
- Find cycling easier than walking.

Experiences:
1 in 3 have been asked to dismount and walk their cycle, even though they were using it as a mobility aid;
Inaccessible cycling infrastructure is the biggest difficulty encountered by disabled cyclists;
The cost of non-standard cycles is a key barrier for many disabled cyclists.

Demographics:
Gender
The gender breakdown of respondents was 56% male, 41% female and 1% other.

Age
Disabled cyclists were most likely to be middle-aged, with the highest proportion of respondents (27%) aged 45-54. 72% of respondents were aged between 35 and 64. Fourteen percent were aged 65 and over, whilst only 5% were 16-24. Just under one in ten (9%) fell within the 25-34 age bracket.

Frequency of cycling

Opinion poll on what would encourage more disabled people to cycle

<table>
<thead>
<tr>
<th>Item</th>
<th>Overall Rank</th>
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<tbody>
<tr>
<td>Ensuring cycling infrastructure is inclusive and meets the needs of disabled cyclists (e.g. step-free, wide lanes)</td>
<td>1st</td>
</tr>
<tr>
<td>Introducing subsidies to make non-standard cycles less expensive</td>
<td>2nd</td>
</tr>
<tr>
<td>Introducing legislation that legally recognises cycles as mobility aids (e.g. like wheelchairs and mobility scooters)</td>
<td>3rd</td>
</tr>
<tr>
<td>Creating hire and loan schemes for non-standard cycles</td>
<td>4th</td>
</tr>
<tr>
<td>An information campaign to make disabled people more aware of cycling opportunities in their area</td>
<td>5th</td>
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Reasons that people cycle
8 key steps

Infrastructure
1. Holding local authorities to account (e.g. PSED)
2. Adopting Highways England and LCDS inclusive cycle standards

Facilities & cost
3. Allocating spaces for non-standard cycles
4. Implementing a Blue Badge?
5. Introducing subsidies (e.g. for e-cycles)

Recognition
6. Seeing disabled people as cyclists
7. Ensuring 1 in 5 images of cycles are of a non-standard cycle
8. Recognising cycles as a mobility aid
Any questions?
Links and resources

Articles
• Don't assume disabled people aren't interested in cycling – or in proper bike lanes (Guardian)
• How do we build an inclusive culture for disabled cyclists? (Guardian)
• Disabled cyclists in England: imagery in policy and design (Institute of Civil Engineers)

Publications
• Beyond the Bicycle – inclusive cycling manifesto