

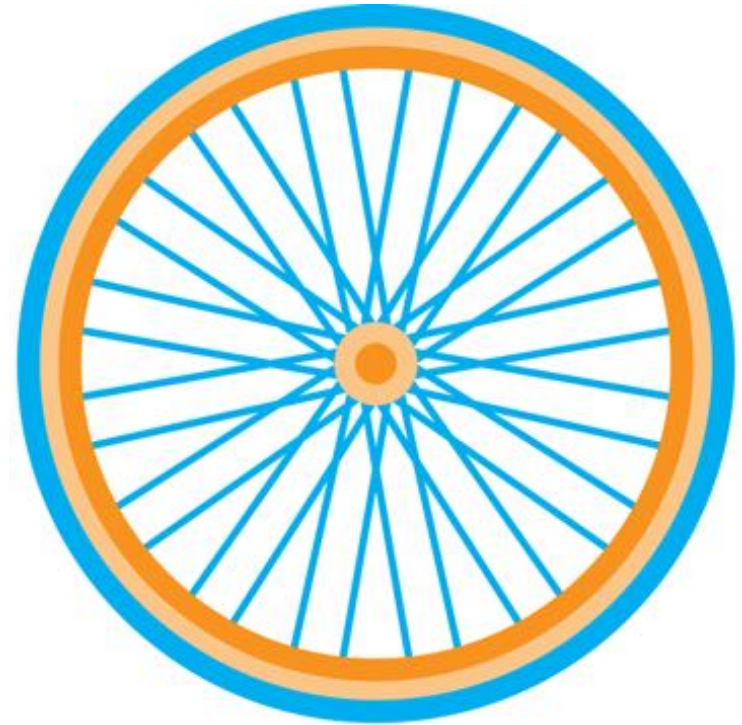
# How do we build an inclusive culture for disabled cyclists?



Removing barriers to cycling

[#BeyondTheBicycle](#)

# Welcome



**Wheels**for  
**Wellbeing**

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<sup>nd</sup> 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

Disabled 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:

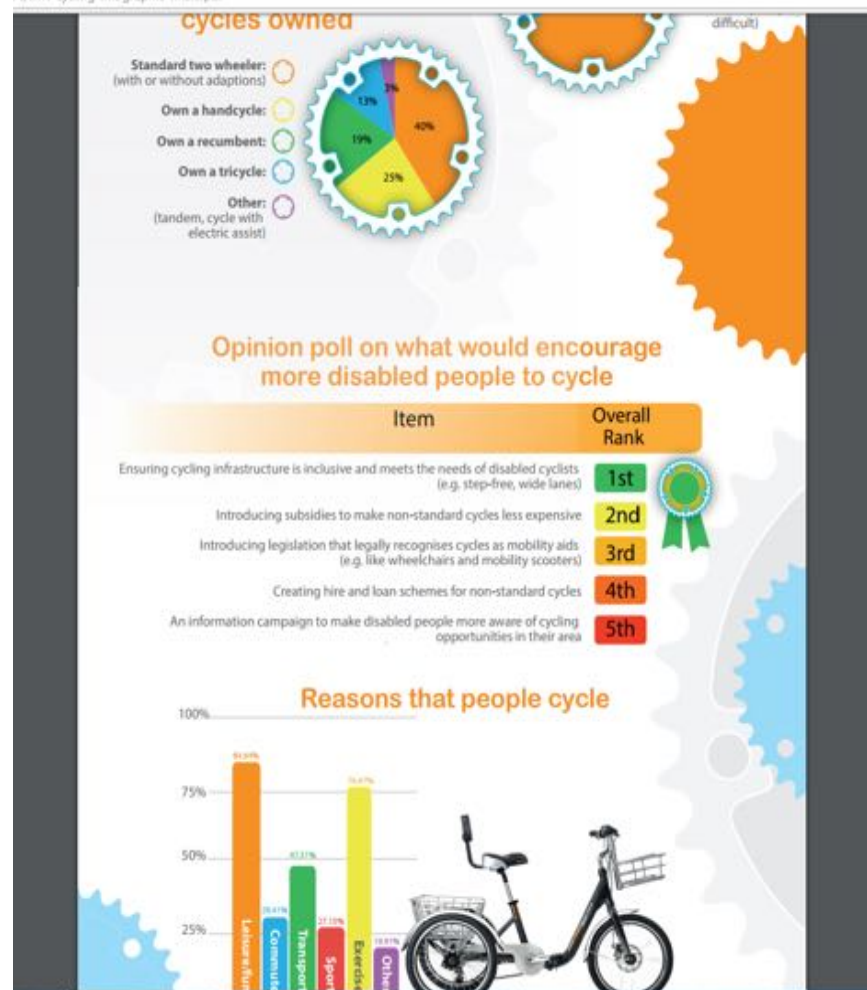
#### Gender

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



# 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?



Isabelle Clement

t. 0207 346 8482

isabelle@wheelsforwellbeing.org.uk



@WfWNews



Wheels For Wellbeing

[www.wheelsforwellbeing.org.uk](http://www.wheelsforwellbeing.org.uk)



# 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
- Highways England – [“Cycle Design Vehicle” standard](#) (2016)