

EQUITY, ACCESSIBILITY & SAFETY in ACTIVE TRAVEL.

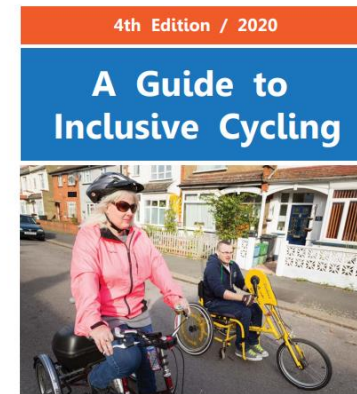


Dr Kay Inckle, Campaigns & Policy Manger



About Wheels for Wellbeing (WfW)

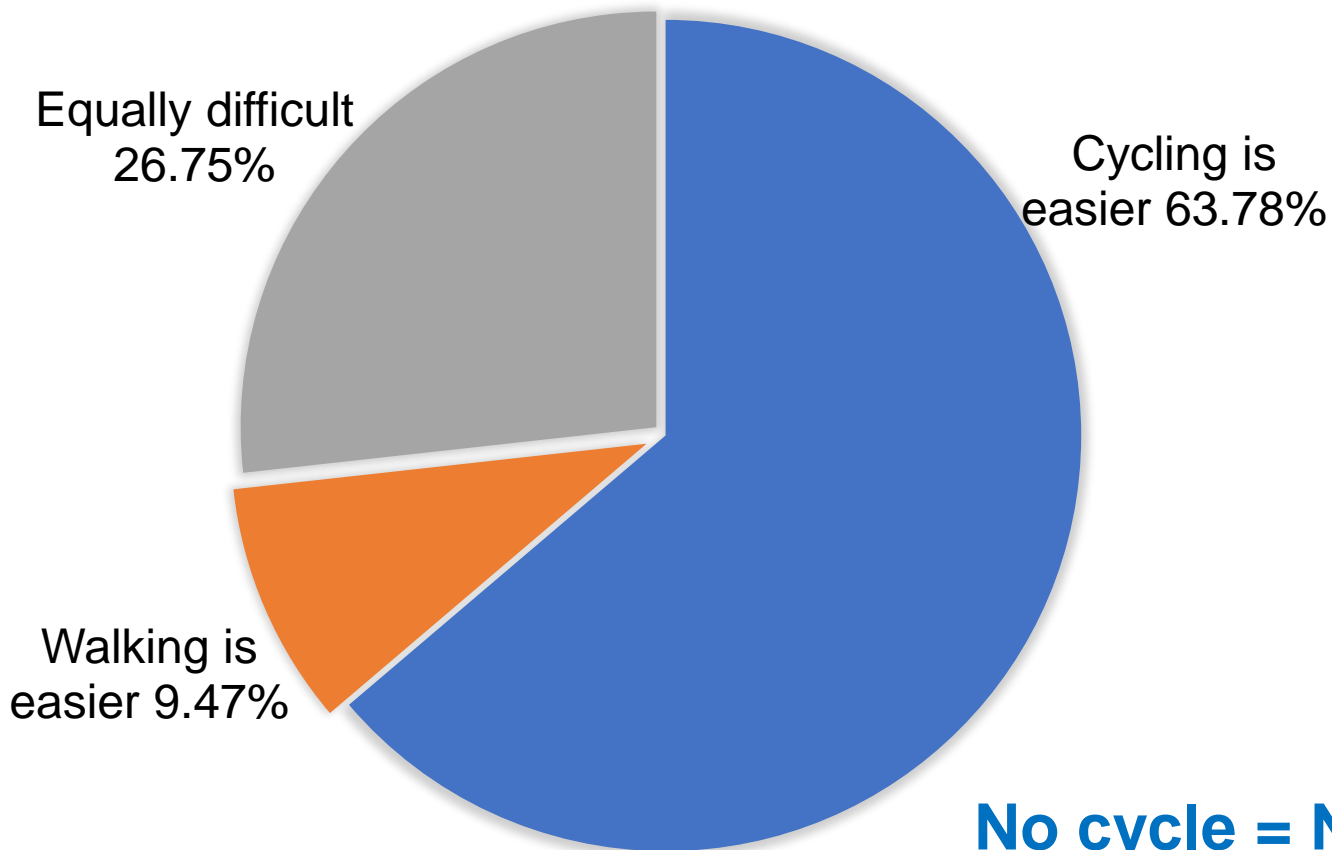
- **DPO:** est. 2007
- **Access to cycling:** inclusive cycling sessions; led rides; hire scheme.
- **Campaigns & Policy:** training & consultancy, publications [Guide to Inclusive Cycling](#); [Report of National Survey](#); #MyCycleMyMobilityAid #BeyondtheBicycle; #BashtheBarriers
- **Mobility Justice:** targeting resources towards those who have least access to transport and mobility rather than those with the most mobility privilege.



Cycles as Mobility Aids



Which is Easier: Cycling or Walking?



- *“I have spinal issues and can't walk any real distance. But I cycle on a normal bike without problem. [It] gives me my independence.”*
- *“I have had MS for 30 years and wish I had realised earlier that I could cycle much better than I could walk!”*

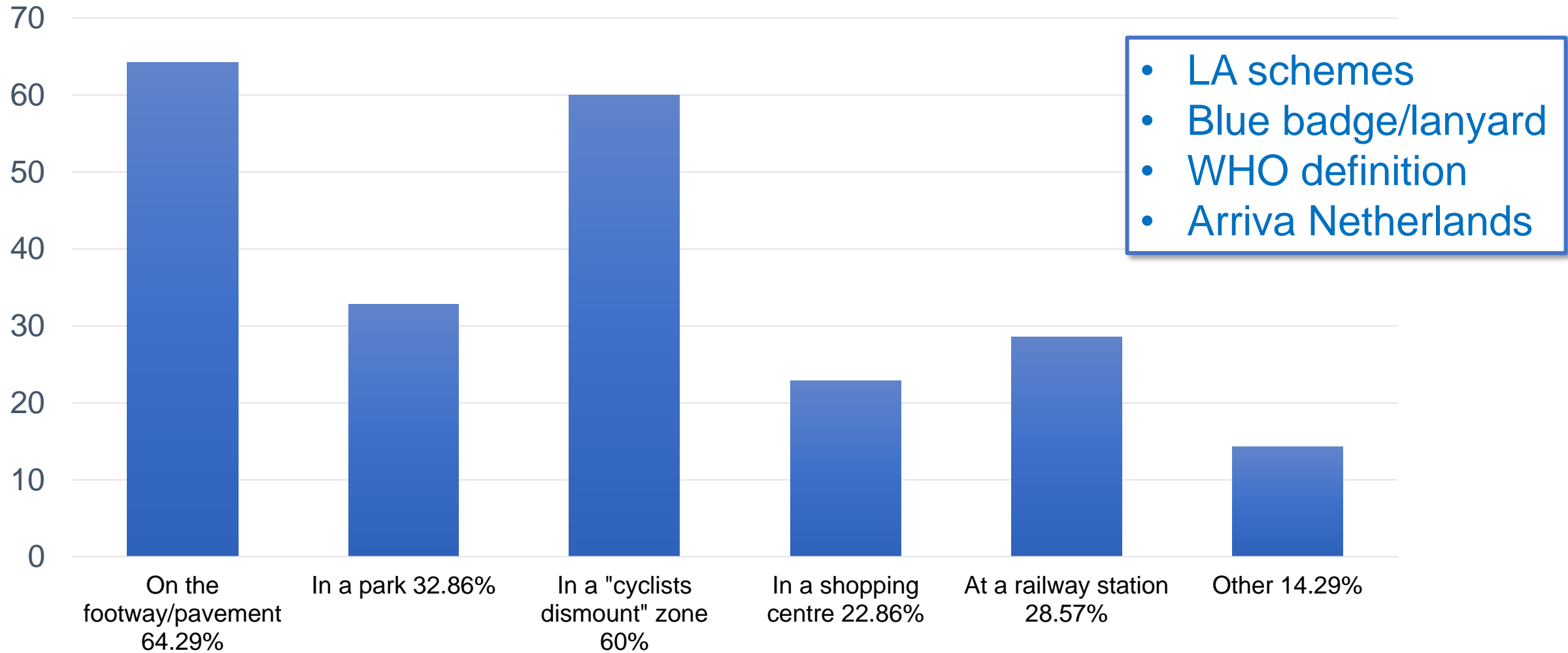
No cycle = No mobility



Removing barriers to cycling

Challenges to Cycles as Mobility Aids

#MyCycleMyMobilityAid



Data from WfW 2021 National Survey (WfW, 2022)

Our Tandem E-Cycle Our Mobility Aid

#MyCycleMyMobilityAid



Mental & Physical Health



Health impacts:

- *“Being a Disabled person who can get out and cycle has been a lifesaver for me, when cycling I feel less disabled, it is the best treatment for my mental health.”*
- *“I find it hugely enabling to cycle around for transport and my commute. It keeps me active and mobile, prevents degenerative decline in my muscles and makes me feel good about myself.”*

Health inequalities:

- Disabled people have worst mental and physical health outcomes (Inckle, 2020)
- Impacts of pandemic: 60% COVID deaths in England DP (Health Foundation, 2022)
- Exclusion from health, social, leisure, physical activity/exercise opportunities

Barriers: Safety for Who?

- Barriers don't prevent anti-social behavior but force Disabled cyclists and others on non-standard cycles (e.g. family trikes) back into the road and traffic.



Images: WfW



DfT



Sustrans

- *“Barriers on cycle routes are sometimes extremely difficult for tandems to pass. ... We got shouted at by a motorist for ‘being too long’ (he was passing in a suburban road).”*
- *“I'm very frustrated with the accessibility issues locally and I have trouble with the A-frames blocking many routes to someone like me who rides a trike.”*

“Secure” Cycle Parking?

- Non-standard cycles (e.g. handcycles, trikes, recumbents, cargo cycles etc) often cost £4,000-£7,000 yet there is no secure public parking for them.
- 34.9% of Disabled cyclists are unable to park or store their cycle (WfW, 2022)



Images: WfW



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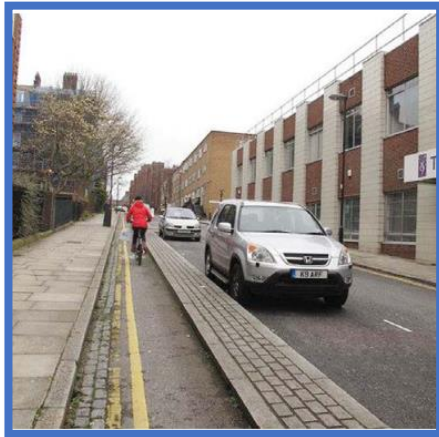


Cyclehoop

- *“Parking at work is unsatisfactory so I take my cycle in to my office. If I did not have that option it would put me off cycling.”*
- *“There needs to be more secure locking places for non-standard cycles, also guards to prevent theft.”*

“Protected” Infrastructure

- Narrow cycle lanes with poor quality segregation can exclude and cause hazards for Disabled cyclists – and others using non-standard cycles.
- More than half (53.28%) of Disabled cyclists report infrastructure as a barrier to cycling (WfW, 2022)



Images: WfW

- *“The roads and cycleways are too badly maintained even in major cities for me to safely cycle.”*
- *“In addition to wishing for wider, more numerous, and more interconnected cycleways, there are 2 major bugbears for me as a disabled cyclist: 1) The quality of supposedly “official” surfaces. ... 2) Barriers.”*

“Public” Transport?

- “Safety” is often used to limit Disabled people’s access e.g. 1 wheelchair-user per bus/train and failure to prioritise space in already low-access services
- > 40% train stations are inaccessible (Lennard Cheshire, 2018).
- Disabled people make 38% less journeys across all transport-types (Motability, 2022).



Images: Transport for All



@MsLoloJ



WfW

- *“Full access to rail is urgently required. Solves a range of issues.”*
- *“Being able to take my cycle on trains and tubes more easily, and cycle-friendly step-free access in more stations, would be very helpful.”*

Public Harassment, Hostility & Hate Crime

- Only **57% of Disabled people feel safe** and welcome in their local area (Sustrans, 2022)
- Nearly **one quarter** (23.58%) of Disabled cyclists report **public hostility and abuse** as a major barrier to cycling (WfW, 2022)
- *“The public’s response to my non-standard cycle is appalling.”*
- *“I have been shocked at the aggression of the public towards me using a handcycle during lockdown. Been met with several confrontations over disabled people being CEV [clinically extremely vulnerable] as if we shouldn't be outside.”*
- *“I’m struggling to go out due to comments and abuse shouted at me even though the traffic was much less during COVID.”*

Achievements/Resources

- Guide to Inclusive Cycling, 4th edition (WfW 2020)
- Report of National Survey (WfW 2022)
- LTN 1/20 (DfT, 2020)
- Gear Change (DfT, 2020)
- Active Travel England (2022)
- Cycle parking training (WfW ongoing)
- Access reviews (WfW ongoing)
- Inclusive cycle training (WfW ongoing)

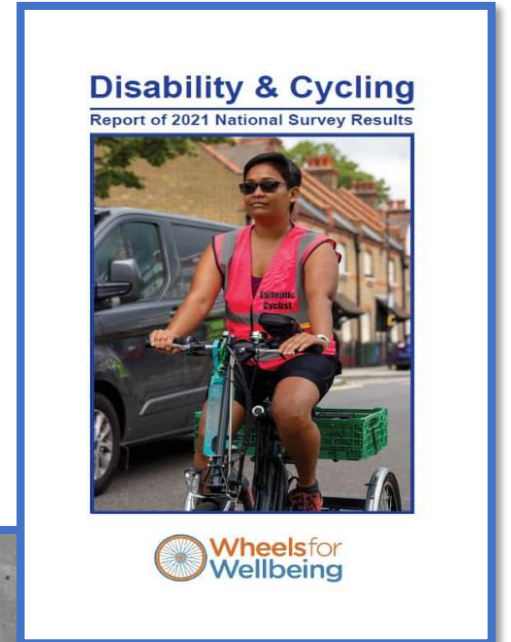


Image: WfW

References

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Questions/further info

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