

Wheels for Wellbeing's Beyond the Bicycle Conference

Tuesday 7th November 2017



@WfWnews
#BtBConf

SUPPORTED BY
MAYOR OF LONDON



SYSTRA





From
**“Cycling Transforming
Disabled People’s Lives”**
to
**“Disabled People
Transforming Cycling”**

Isabelle Clement

Beyond The Bicycle Conference

7th November 2017

The driving force behind the creation of WfW?

The lived experience of disabled people in Lambeth:

- Isolation / depression
- Debt issues
- Physical and mental ill health
- Difficulties with accessing physical activity / staying fit (or costly)
- Transport: inadequate accessible transport, especially door to door (or costly)
- Lack of choice, control and spontaneity of movements



The driving force behind the creation of WfW?

Vs Janet Paske's own lived experience of cycling:

- Energising effect of Cycling
- Plentiful access to endorphins
- Free door to door transport
- Endless opportunities to keep fit
- Full choice, control and spontaneity of movements



The answer was obvious!

Remove barriers to cycling & reach 1,000s of disabled people



- Traffic free, accessible venues – weekly, drop-in, affordable sessions
- All kinds of cycles + knowledgeable, friendly, non-judgemental team



Hear what people make of it

Participants:

“It helps me feel happier and healthier and exercises part of my body I can’t move doing anything else.”

“It is my one guaranteed period of exercise in the month.”

“It gives him freedom. He can’t go anywhere by himself so it’s great he can do this on his own.”

- Supporter of participant



Hear what people make of it

Participants:

“It’s good exercise, it’s fun, it takes my worries away and makes me more stable.”

“She really enjoys the exercise and being with others. It’s safe. It’s super friendly. The staff are so helpful and welcoming. She likes the tricycle. And it’s affordable!” - Mother of participant



Hear what people make of it

Participants: *“It’s an inclusive activity. It’s great to be involved in an activity that is for everyone – disabled and non-disabled. My friend and I have the chance to exercise together and chat while using the side-by-side bike.”*

Remains the great disconnect...

- If we and others can get thousands of disabled people cycling each year at Inclusive Cycling Hubs, including people with the most complex of needs
- If A. Zanardi, H. Picard and S. Storey are achieving what they are achieving
- Don't let anyone tell you that "not everyone can cycle"!

But what's stopping every disabled person from cycling **WHEREVER & WHENEVER** they like and so doing, reaping the benefits?



The cyclist – That mythical breed of humans, unlike any others (-Really??!!)

Cycling is built around the **assumption** that cyclists are a very special (and especially STRONG) breed!

- All cyclists can **levitate**?
- All cyclists can **walk** their cycles?
- All cyclists can **stand** off their saddles?
- All cyclists have **2 legs and 2 arms/hands** and have perfect balance, cycling AND standing?
- All cyclists ride **on 2 wheels**?



The cyclist – That mythical breed of humans, unlike any others (-Really??!!)

- All cyclists can **lift** their cycles?
- All cyclists can **carry** their cycles/dependents/trailer/shopping/tools?
- Cycling anything but a “proper bike”, on the roads, is for those poor people who can’t quite ride out like everyone else – isn’t it nice they can ride, out of sight, out of mind?
- Cycling with electric assist is “cheating!!”
- Etc.



Nothing could be further from the truth! Every single one of us can be a cyclist!

- Cycling's easier than walking!
Therefore perfect for those of us who otherwise feel limited in our transport choices
- Cycles come in all shapes and sizes!
Therefore no need to worry about balance/reach/bend/etc.
- E-assist is available for most types of cycles!
Therefore strength is not needed.
- Cycles can carry loads!
Therefore perfect for those of us with children, gear, etc.

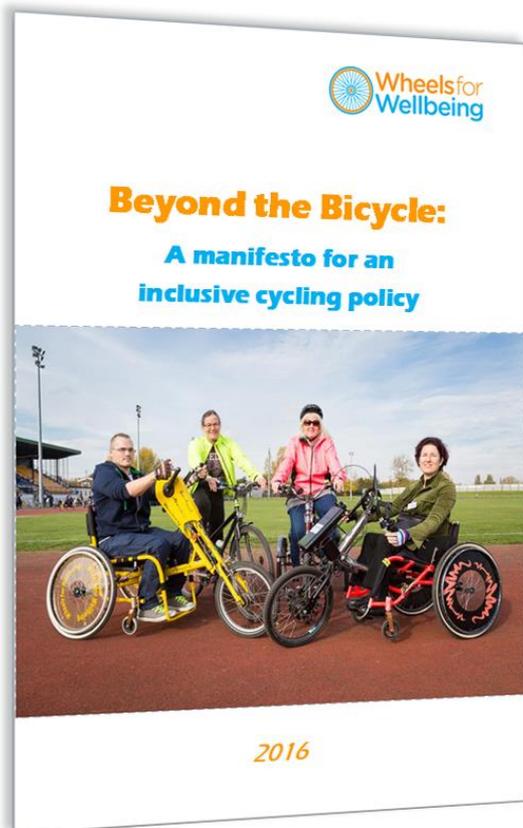


Nothing could be further from the truth! Every single one of us can be a cyclist!

- But this requires a different approach to cycle **infrastructure** planning, cycle **facilities** design and the **recognition** that cyclists also come in all shapes and sizes
- We also need to feel confident that being seen being active isn't going to see us being penalised by the benefits system

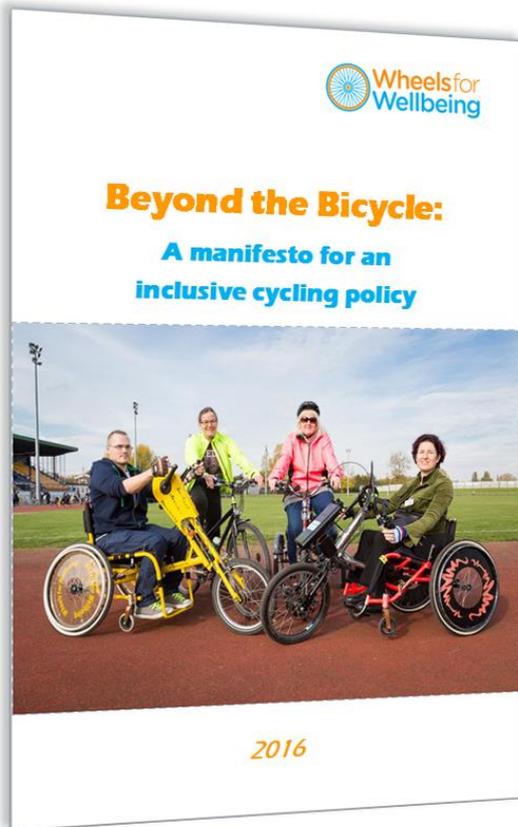


So WfW has increasingly become The Voice of Disabled Cyclists Disabled Cyclists are Transforming Cycling



- By identifying all barriers to cycling and fighting to remove them
- By opening the eyes of politicians, technicians, campaigners, the media to this issue
- By reshaping the language and imagery around cycling
- By lobbying for changes to the law where needed
- By making cycling an **Equality issue**

So WfW has increasingly become The Voice of Disabled Cyclists Disabled Cyclists are Transforming Cycling



- By broadening the campaign, strengthening our voice, by allying with others:
 - Disabled cyclists and potential cyclists are starting to unite internationally (via social media, at conferences etc.)!
 - The Beyond The Bicycle Coalition (a coalition of cycling groups encountering similar barriers to cycling to disabled people's!)
 - We will be discussing in the future, with other Disability Organisations, another coalition: **Disabled People for Active Travel!**

The world is worth changing! Let's do it together

- I am thrilled that so many of you are here today. I want to thank you, from the outset, for showing your support and commitment to this issue by being here with us
- This conference is in celebration of ten amazing years of working with innumerable numbers of individuals and partner organisations.
- We would not be here without you.
- But there is plenty more to do and today is in recognition of that too!

We look forward to continuing to change the world, with you, over at least another ten years! We hope you have a stimulating event!



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Department
for Transport

Making cycling accessible

Rupert Furness

Head of Active and Accessible Travel
Department for Transport





Investing in cycling and walking contributes to a broad range of cross- cutting policy objectives

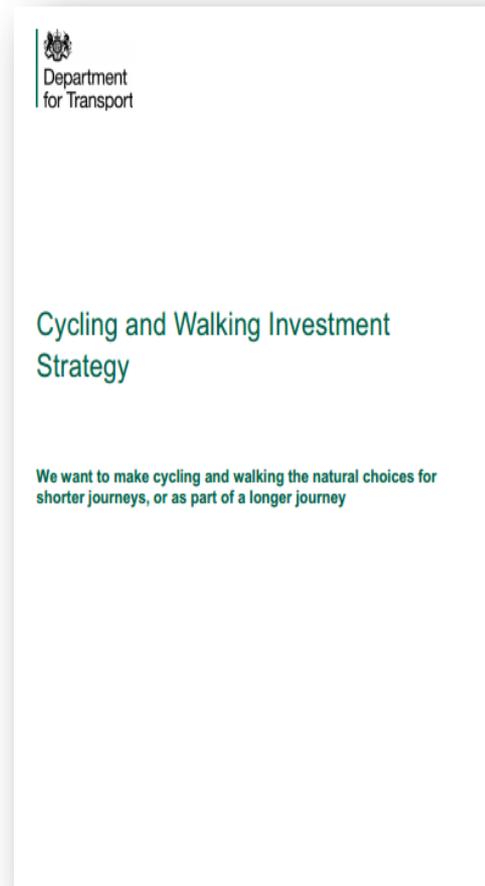
- Cycling and walking are critical elements of an effective, integrated transport system which connects people with employment, education and opportunities.
- Benefits from local cycling and walking investment include:
 - Health
 - Environment
 - Economy
 - Reducing urban congestion
- Historically, cycling and walking have not always received the same level of support or attention as other transport “modes”





The Cycling and Walking Investment Strategy

- The Infrastructure Act 2015 placed a new duty on the Secretary of State to set Cycling and Walking Investment Strategies
- The first CWIS was published in April 2017, following a consultation in 2016
- It sets out an ambition, underpinned by objectives, aims and targets; and describes the financial resources that the Government is making available





Ambition

Our ambition for England...

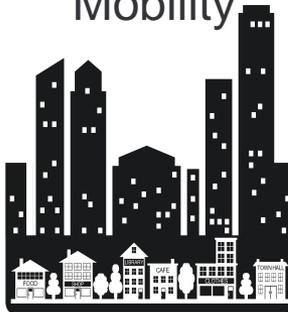
We want to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey

Better Safety



A safe and reliable way to travel for short journeys

Better Mobility



More people cycling and walking - easy, normal and enjoyable

Better



Places that have cycling and walking at their heart

By
2040





Objectives



Increase cycling activity

where cycling activity is measured as the estimated total number of cycle stages made



Increase walking activity

where walking activity is measured as the total number of walking stages per person



Reduce the rate of cyclists killed or seriously injured on England's roads

measured as the number of fatalities and serious injuries per billion miles cycled



Increase the percentage of children aged 5 to 10 that usually

Ambition for cycling and walking to be the natural choice for shorter journeys, or as part of a longer journey

By
2020





Aims and Targets



We aim to double cycling

where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025



We aim to increase walking activity

where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025



We will increase the percentage of children aged 5 to 10 that usually walk to school

from 49% in 2014 to 55% in 2025

Ambition for cycling and walking to be the natural choice for shorter journeys, or as part of a longer journey

By
2025





- Guide to the amount of Government funding that may be invested in cycling and walking between 2016/17 – 2020/21
- Linked to Spending Review 2015
- Recognised that many of the decisions on the allocation of these funds will be made by the relevant local body
- In total £1.2 billion has been identified which may be invested in cycling and walking during the period

Funding source	Amount (£m)
Bikeability	£50m
Cycle Ambition Cities	£101m
Highways England	£85m
Access Fund	£80m
Local Growth Fund (Rounds 1&2)	£476m
Integrated Transport Block	£194m
Highways Maintenance	£196m



So far so good, but what about accessibility?

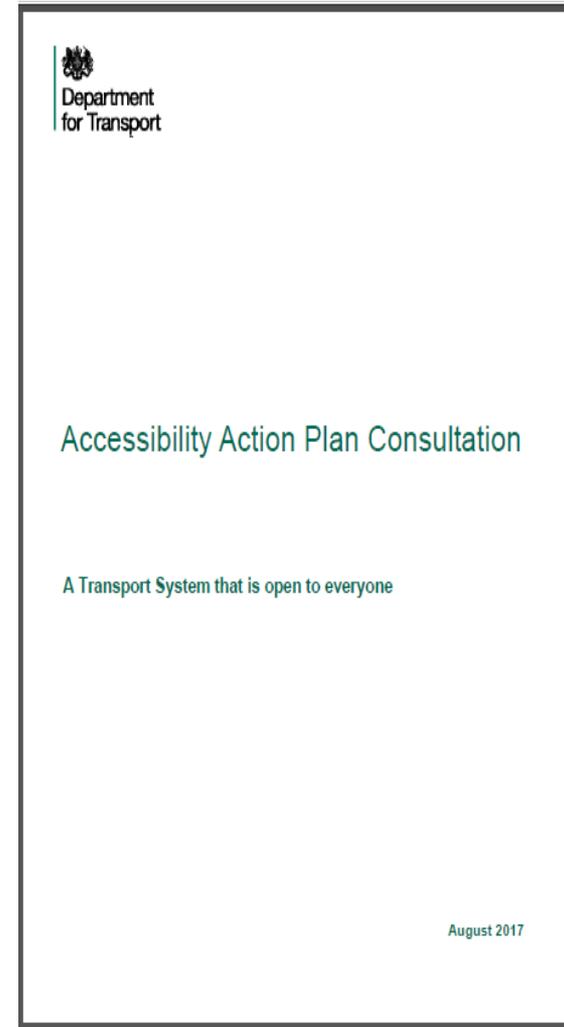


- ▶ **Disability affects 1 in 5** in UK (13.3 million); Transport is **one of the common barriers** preventing disabled people accessing work, health care and a social life
- ▶ Public transport can be particularly **difficult to use for people with certain hidden disabilities**
- ▶ An **ageing population** and population growth **are accelerating the demand** for accessible transport
- ▶ There has been **significant progress** made in tackling the barriers to greater accessibility but more needs to be done...



The Draft Accessibility Action Plan

- ▶ The draft Accessibility Action Plan (AAP) sets out DfT's proposed strategy to address the gaps in transport provision for disabled people
- ▶ Developed with the engagement of disability organisations, transport regulators and Other Government Departments
- ▶ The AAP was published on **24 August 2017** for public consultation. The consultation will close on **15 November 2017**
- ▶ It sets out an ambition to improve transport accessibility across all modes of transport as well as the public realm



- ▶ The consultation asks for feedback on 48 actions and





Draft Accessibility Action Plan: Ambition

We want to ensure that people with physical and hidden disabilities have the same access to transport and opportunities as everyone else.

**Ensuring
greater
consistency
in
accessing
transport
services**

**Monitoring
regulatory
compliance**

**Enabling
greater
spontaneous
travel**

**Building
confidence
and
empowerment**





Current progress



In April 2017, 94% of buses had received a certificate indicating they complied with Public Service Vehicle Accessibility Regulations



75% of rail vehicles on mainline services are compliant with accessibility standards set out in the 2010 Rail Vehicle Accessibility Regulations

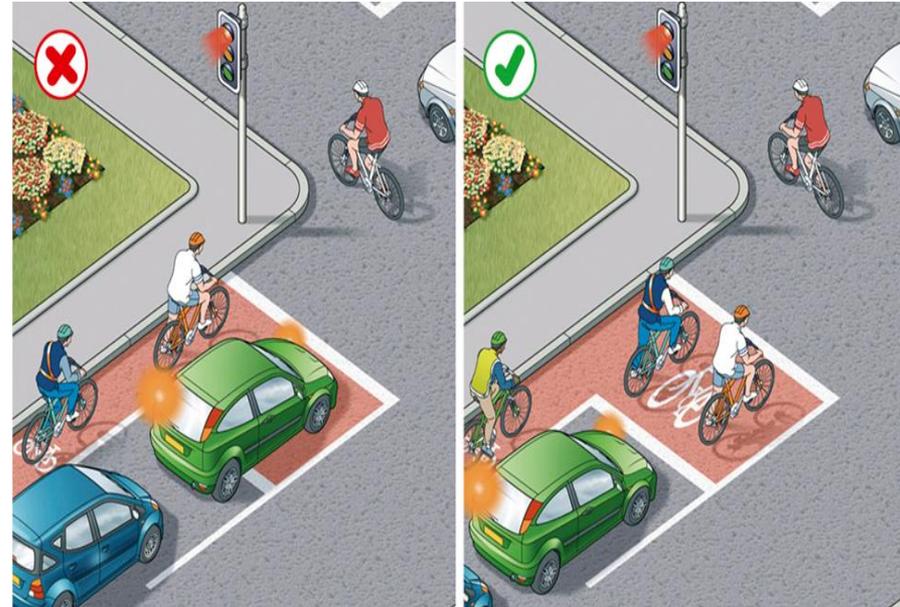


In 2015, 58% of taxis in England were accessible. This includes all 22,500 London taxis



Making cycling accessible

- Our guidance on Local Cycling and Walking Infrastructure Plans emphasises the need to ensure that cycling and walking infrastructure considers the needs of all users, and encourages consultation with disabled people and other groups
- Our Revised Traffic Signs Regulations and General Directions 2016 include new ways of helping to make cycling more accessible, including
- We will refresh Local Transport Note 2/08 on Cycle Infrastructure Design to take these into account, and to





Draft Accessibility Action Plan and cycling

- E-bikes can be particularly useful for disabled cyclists: we have provided £700,000 of funding to support e-bike sharing schemes, and Jesse Norman has said he will consider the case for further support for e-bikes.
- We have also supported the “Ride side by side” initiative in London through a £55,000 innovation grant, providing a free local delivery service for older people or people with mobility issues .
- The Department is aware of the problems people who use bikes as mobility aids can experience, eg in parks or pedestrianised areas where the bikes are not legally





Next steps

- ▶ Accessibility Action Plan Consultation closes: 15 November 2017
- ▶ Government response to the consultation, and final Accessibility Action Plan to be published in 2018

Contact: AAPconsultation@dft.gsi.gov.uk for more information

Website: <https://www.gov.uk/government/consultations/draft-transport-accessibility-action-plan>



An Inclusive Cycling Standard

Lilli Matson
Transport Strategy Director | TfL



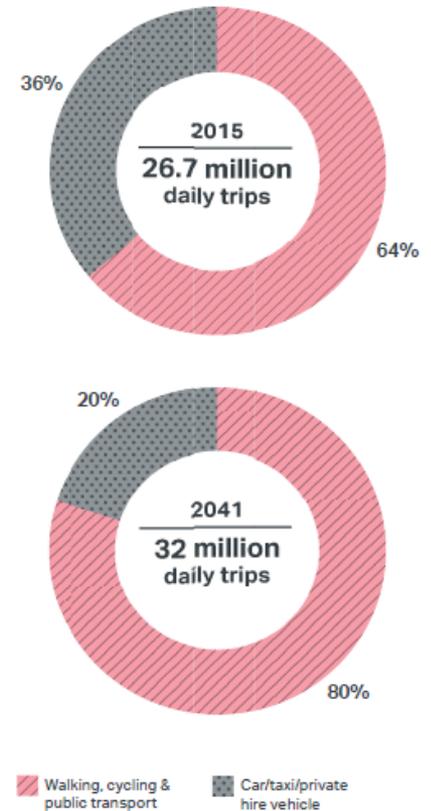
Mayor's Transport Strategy



By 2041:

- 80% of trips walked, cycled or made by public transport
- All Londoners doing at least 20 minutes of active travel per day
- At least 70% of Londoners living within 400 metres of a high-quality, safe cycle route

FIGURE 2: MODE SHARE 2015, AND 2041 (EXPECTED)



Healthy Streets approach

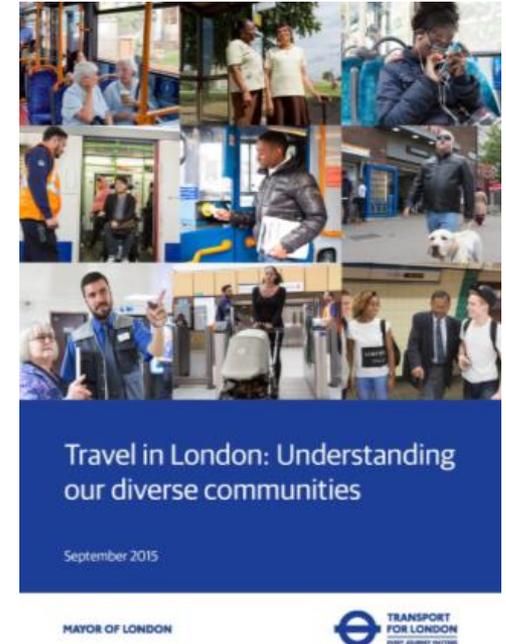


- Healthy streets and healthy people – streets and street networks designed to reduce car dependency and the health problems it creates
- A good public transport experience – giving people alternatives to car use
- New homes and jobs – planning the city around walking, cycling and public transport



An inclusive approach to cycling

- 15% of disabled people sometimes use a cycle to get around, and 78% can cycle
- An inclusive approach to cycling policy, strategy and guidance, eg
 - 'cycle' not 'bicycle'
 - imagery of cycles and people cycling
 - equity and choice for disabled people who cycle
 - recognising use of cycles as mobility aids
 - enabling more freight cycling and use of child-carriers



London Cycling Design Standards



- Applies to all streets in London
- Planners should actively seek views from under-represented groups
- Designing for all, including cycles used as mobility aids
- Cycle parking facilities that can be used by everyone
- Detailed guidance on key areas

Figure 3.4 Indicative dimensions of typical 'non-standard' cycles



Key design issues for 'non-standard' cycles

- Avoiding narrow gaps between bollards and access controls
- Avoiding A-frames and chicanes
- Using dropped kerbs consistently
- Avoiding upstands of 10mm or more
- Avoiding 'cyclists dismount' signs
- Consistently good surface quality, avoiding certain materials, eg granite setts
- Minimising vertical deflections, ensuring they are cycle-friendly when they are provided
- Maintaining access for larger cycles through road works



Cycle parking for 'non-standard' cycles

Important on-street and in buildings

- At least 5% of stands can be used by larger cycles
- Mix of types
- Clear signing
- Step-free access
- Large lifts, where they are needed
- Wide doors and corridors within buildings



Dedicated spaces at Finsbury Park Hub



'Problem' cycle parking spaces



Influencing national guidance

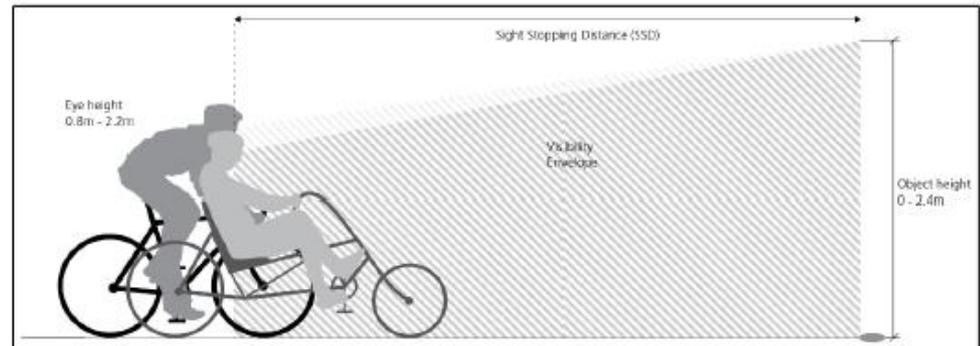
Highways England Interim advice note 195/16 on designing for cycle traffic on the strategic road network

- TfL input, through DfT Cycle Proofing Working Group
- Defines a 'cycle design vehicle', 2.8m long and 1.2 m wide
- Some advice that goes beyond LCDS, eg on staggered crossings

Figure 2.2.4 Example of a Hand-cranked Cycle



Figure 2.2.5 Visibility Envelope



Challenges and opportunities

- Implementing and enforcing existing guidance
- Continuing to learn from experience
- Continuing to improve the image of cycling – overcoming stereotypes and preconceptions
- Consistent national standards
- Ensuring that disabled people who cycle have a voice in the planning and design process
- Healthy Streets and promotion of active travel in London





Contact

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Public Health
England

Using Inclusive Physical Activity to Reduce Health Inequalities

Dr Justin Varney
National Lead for Adult Health and Wellbeing
Public Health England
Justin.varney@phe.gov.uk



“Sport has the power to change the world. It has the power to inspire. It has the power to unite people in a way that little else does. It speaks to youth in a language they understand. Sport can create hope where once there was only despair.”

Nelson Mandela



What is physical activity?

Physical activity

Active living

Active travel

Active recreation

Active sport

Schools

Homes

Workplaces

Utility transport

Active Play

Informal sport

Organised sport

Important at every age across the life-course

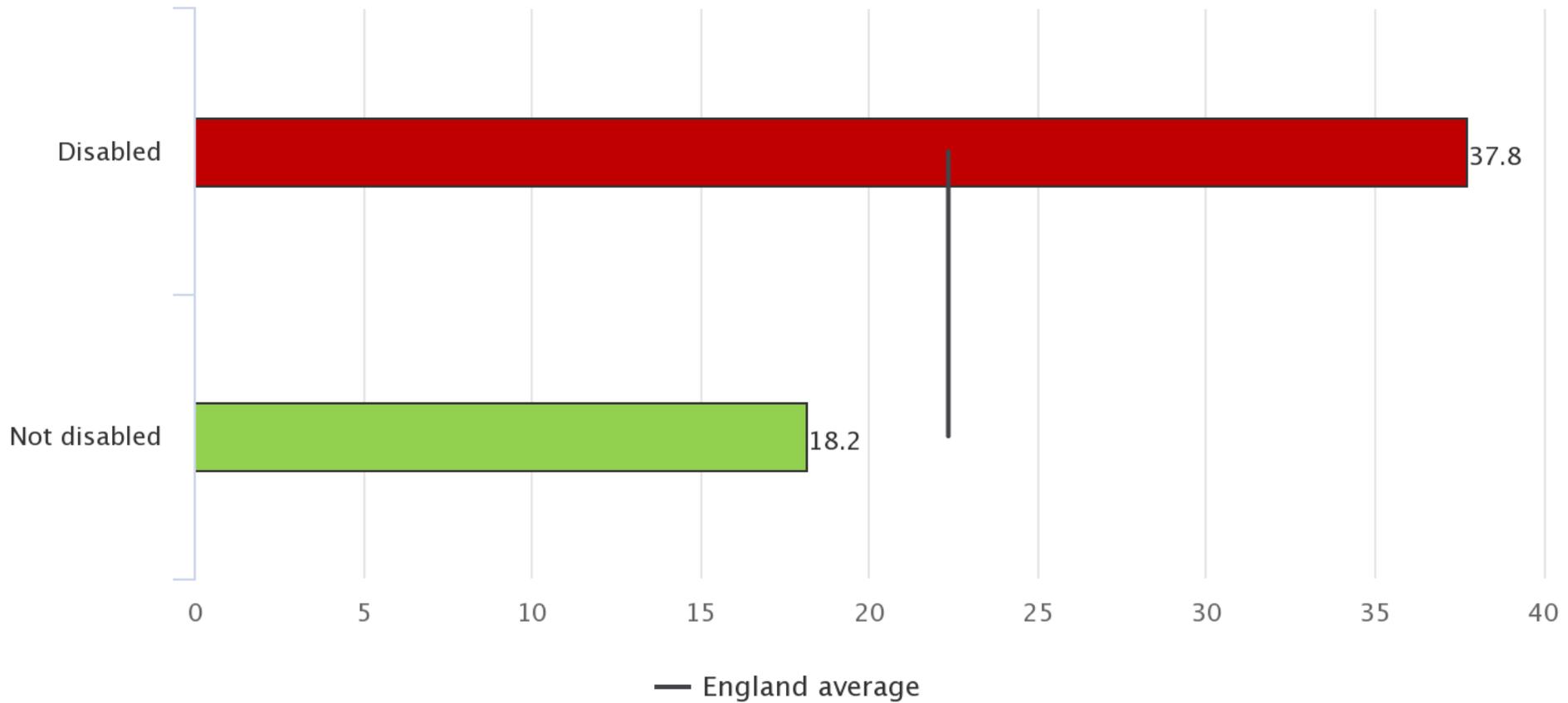


What are the health benefits of physical activity?





Percentage of physically inactive adults – current method – England, 2015/16 – Data partitioned by Disability

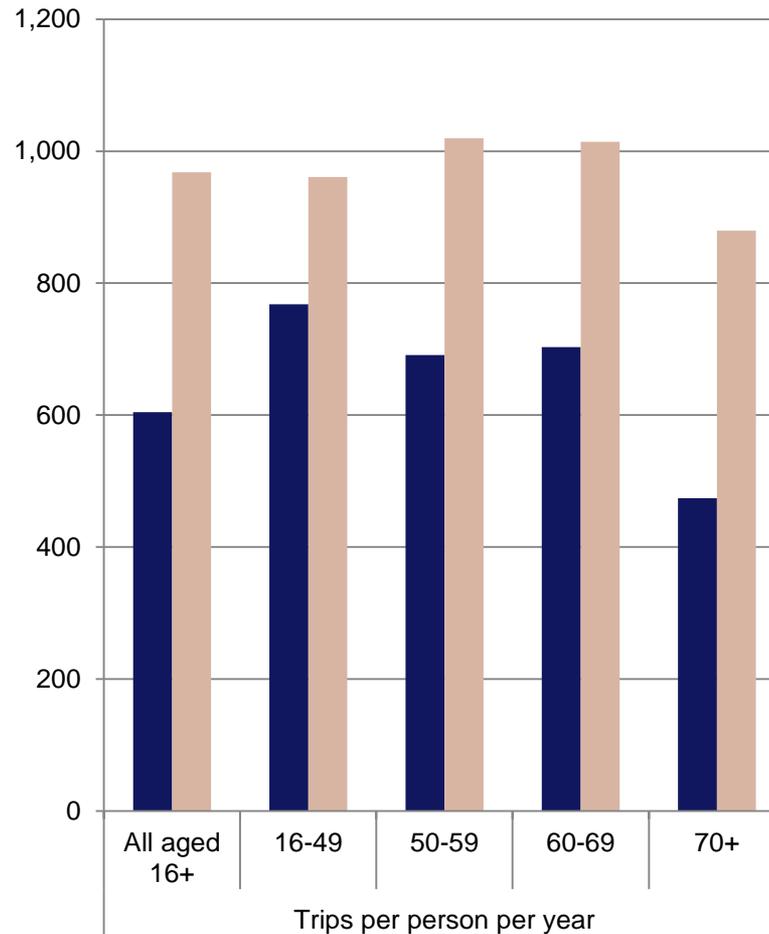
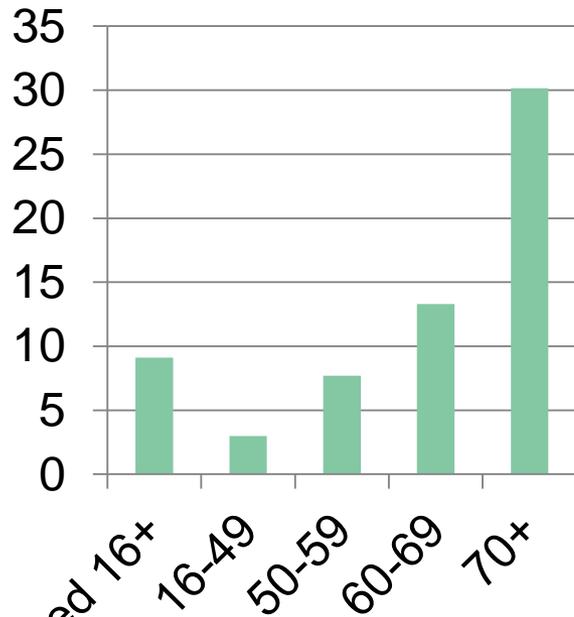




National Travel Survey 2015

Data on Mobility Impairment

% With a mobility difficulty



363 less trips per year for a those with a mobility impairment

■ With a mobility difficulty
■ No mobility difficulty



Public Health
England

Context of physical activity



All of us move every day for functional and recreational reasons

There is a strong and growing evidence base that moderate and vigorous physical activity, in many forms from dance to decathlon, can impact on health and wellbeing from pre-conception to death.

However most movement is not active enough to impact on health and wellbeing.

The motivation to increase physical activity is varied, both between different individuals and across the life course.

There are major inequalities between different population groups and across the life course.

Being active is essential for individuals to achieve their potential in life and to reduce their potential burden on the State.



Wider benefits to State & Society





Physical Activity for Individuals





Embedding a system wide approach

Improving population physical activity requires action across the breadth of civic society working with national and local government, employers, health providers, voluntary and community sector agencies and engaging the public directly.

Key factors in embedding a system wide approach to physical activity:

- Data and evidence
- Cross-sector partnership
- Industrial scale action across the whole system
- Recognition of the breadth and diversity of types of physical activity across the life course
- Focus on addressing inactivity as well as increasing physical activity to health enhancing levels



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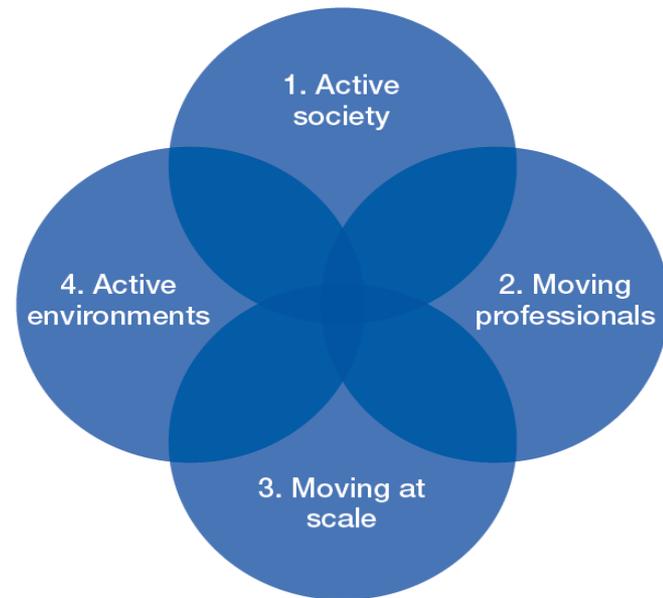
Everybody Active, Every Day (2014)

National framework for reducing inactivity and promoting physical activity in England.

Consolidated international evidence and co-produced with over 1,000 local and national stakeholders

Supports local and national leaders to reframe, refocus and provide leadership on embedding physical activity into policy and action

Four domains for national and local action





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Sporting Future (2016)



HM Government

New strategy to tackle inactivity

We'll spend £250 million to combat inactivity as part of five-year strategy

19 May 2016

Sporting Future:

A New Strategy for an Active Nation



#SportingFuture

We want everyone in England regardless of age, background or level of ability to feel able to engage in sport and physical activity. Some will be young fit and talented, but most will not. We need a sport sector that welcomes everyone – meets their needs, treats them as individuals and values them as customers.

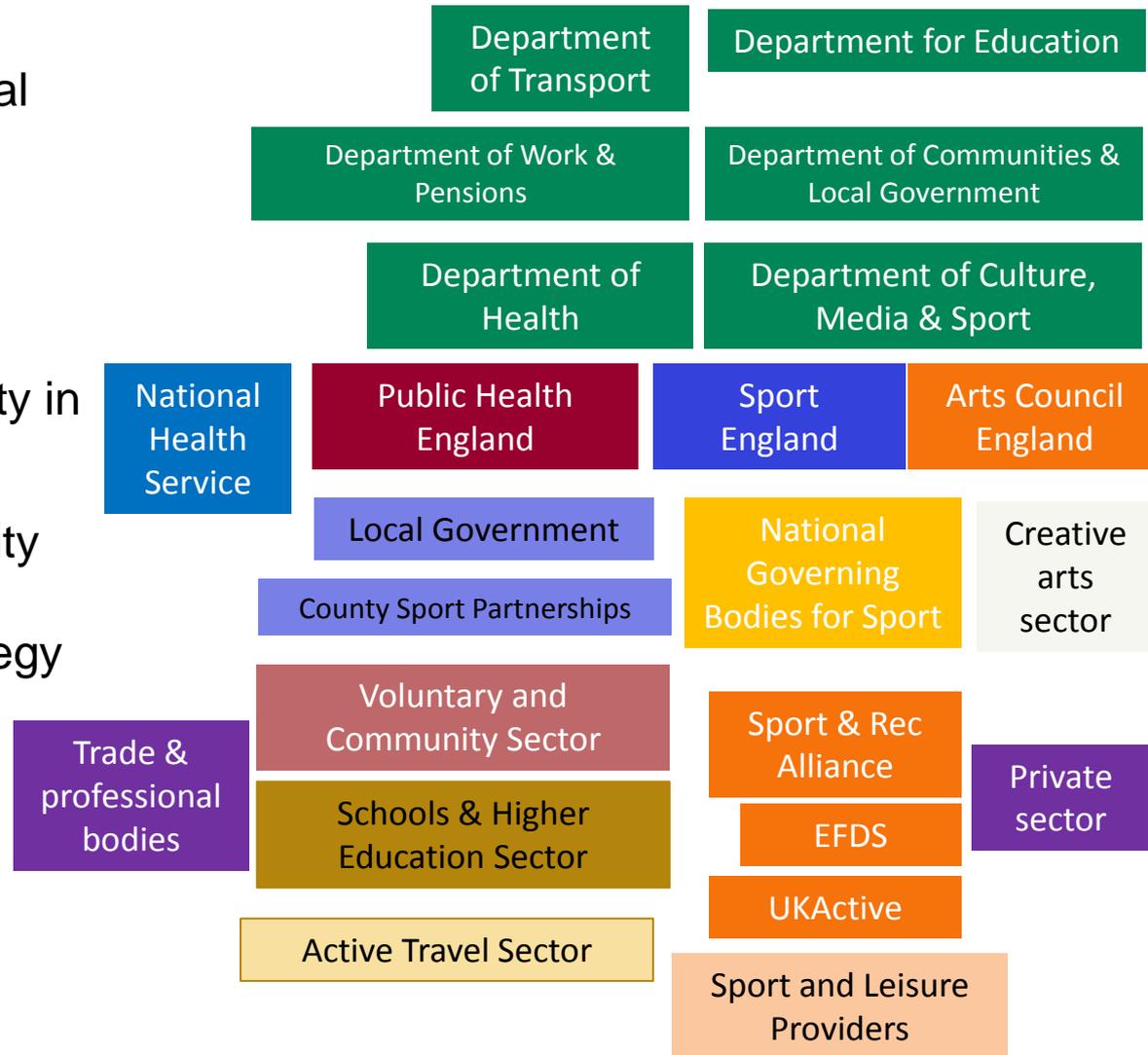


Creating a leadership narrative

Built strong national partnerships mirrored by local partnerships flexed to local landscape

Supported action by MPs through a specific toolkit for leadership on physical activity in their constituency

Embedding of physical activity into multiple pieces of government policy and strategy e.g. Department for Work & Pensions Green Paper on Health and Work





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Creating an active society

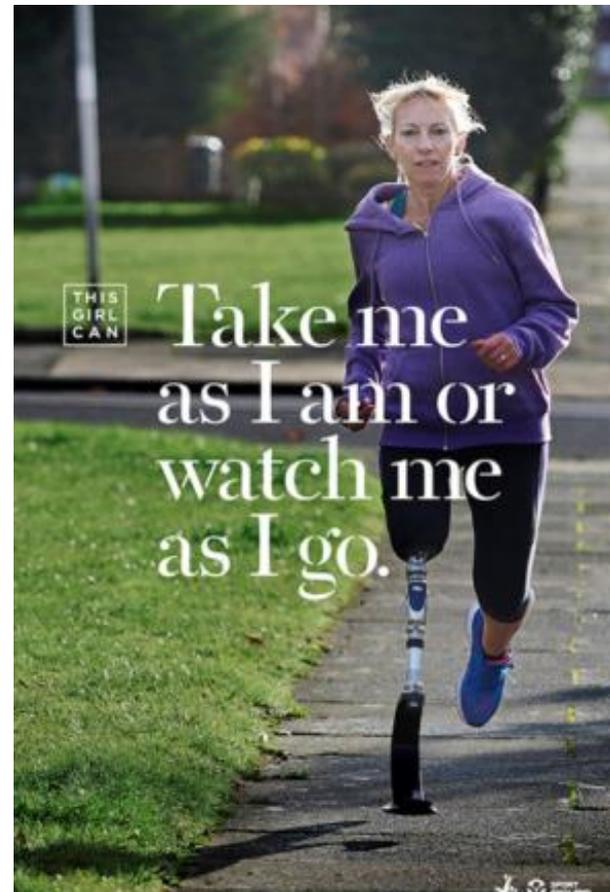
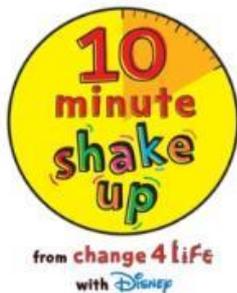
Focus on changing general attitudes to make physical activity the expectation or **social norm**

Working across sectors in the **places we live and work** to change the social and professional narrative

Developing a common vision of:

“Everybody Active, Every Day”

For everybody, in every community





Moving Professionals

- Utilising existing **network of influencers** on the public, the public & voluntary sector workforce
- *'Making every contact count'* across sectors and disciplines
- Starting with expertise & leadership in **key sectors**:
 - Education
 - Sports & leisure
 - Health & social care
 - Planning, design, transport





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Moving Healthcare Professionals Programme

Co-developed with HCP professional bodies.
Co-delivered with Sport England

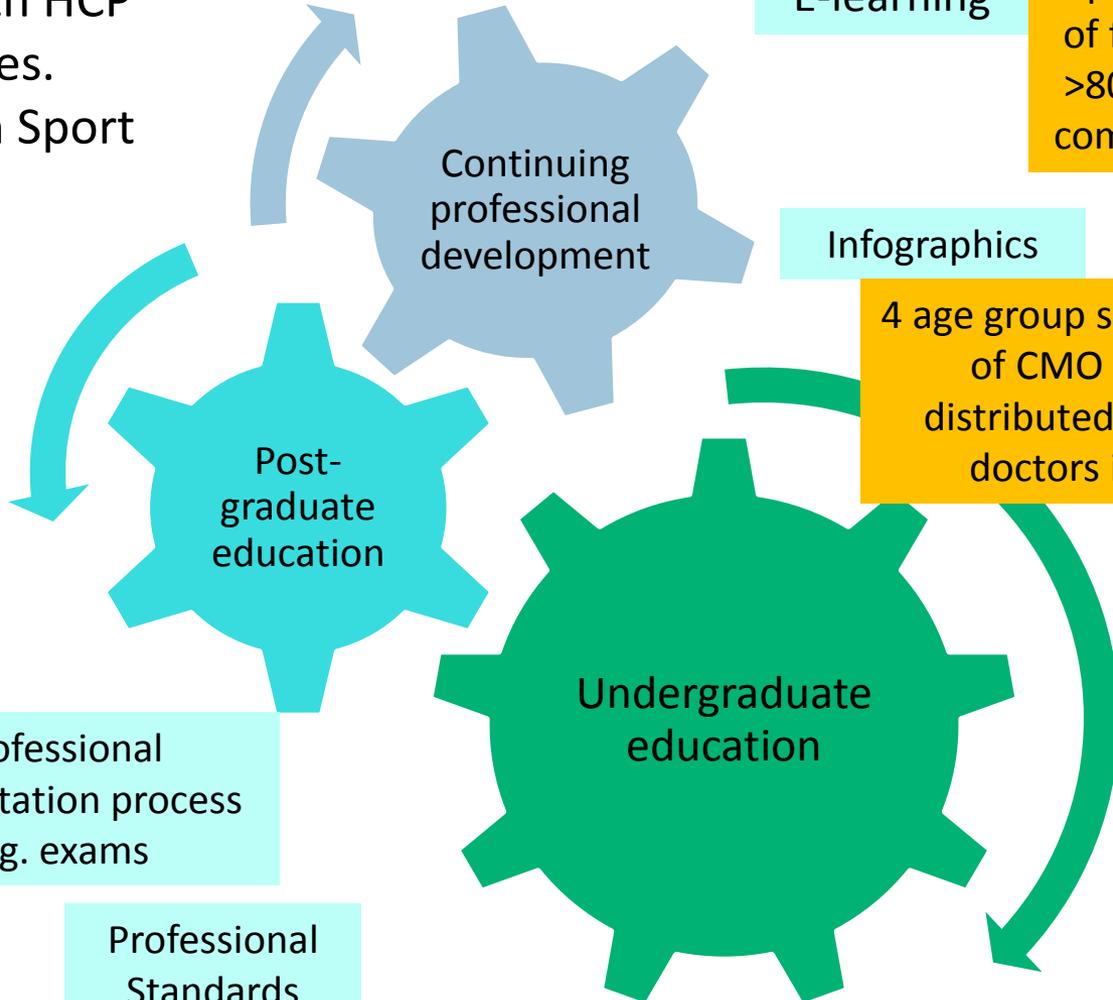
Peer2Peer

To date over 5,000 healthcare professionals have received face2face training on PA very brief advice

Working with FSEM to develop medical college specific educational resources

Professional accreditation process e.g. exams

Professional Standards



E-learning

9 condition specific modules of free e-learning >80,000 modules completed to date

Infographics

4 age group specific graphics of CMO guidelines distributed in BMJ to all doctors in England

Spiral Curriculum

Resources embedded in 17/34 medical schools to date



Public Health
England

Creating Active Environments

- Developing ‘healthy’ cities, villages, towns and communities
- Linking across disciplines through **planning and policy**:
 - ‘Active’ infrastructure planning
 - Capital funding investments
- Embedding activity **for all**:
 - Age-friendly
 - Disability-friendly

Joint Planning
Guidance &
Tools

Strong links to sustainability &
environmental sector

DISABILITIES & CITIES

ABOUT 80,000,000 EU CITIZENS HAVE SOME FORM OF DISABILITY

DISABLED PEOPLE REPRESENT ONE-SIXTH OF THE EU'S OVERALL WORKING-AGE POPULATION, BUT THEIR EMPLOYMENT RATE IS COMPARATIVELY LOW

EUROPE IS NOW AN ESSENTIALLY URBAN SOCIETY, WITH FOUR OUT OF FIVE EU CITIZENS LIVING IN TOWNS AND CITIES

NO WHEELCHAIR LIFTS ON BUSES

LACK OF ACCESS TO TRANSPORTATION SERVICES

IN 2012 AROUND HALF OF ALL PEOPLE WITH DISABILITIES REPORTED THAT THEIR DISABILITY RESTRICTED THEIR MOBILITY.

NO TACTILE STRIPES ON TRAIN PLATFORMS

STEPS AND CURBS THAT BLOCK A PERSON FROM ENTERING A BUILDING

NO INDICATION OF ZEBRA CROSSINGS FOR BLIND PEOPLE

FILMS, TV, OR VIDEOS WITHOUT SUBTITLES OR SIGN LANGUAGE

NO BRAILLE ON INFORMATION AND DIRECTION SIGNS

TICKET MACHINES IN CITIES DON'T HAVE SPEAK ON SCREEN INFORMATION

ABSENCE OF ELEVATORS IN PRIVATE APARTMENTS

THE EUROPEAN ACCESS CITY AWARD

SUPPORTS ACCESSIBILITY MEASURES IN EVERYDAY LIFE

ENCOURAGES CITIES TO ACTIVELY INVOLVE PEOPLE WITH DISABILITIES

OPEN TO EU CITIES OF AT LEAST 50,000 HABITANTS

THE INITIATIVE WAS LAUNCHED IN 2010. SINCE THEN, OVER 200 CITIES PARTICIPATED

- 2011 AVILA SPAIN
- 2012 SALZBURG AUSTRIA
- 2013 BERLIN GERMANY
- 2014 GOTHENBURG SWEDEN
- 2015 BORÅS SWEDEN
- 2016 MILAN ITALY

URBAN DISABILITY PROJECTS

- WHEELMAP**
CROWDSOURCE-BASED ONLINE PLATFORM WITH MAPS WHERE WHEELCHAIR-ACCESSIBLE PLACES ARE INDICATED. 35,000 USERS PER MONTH
- BLINDSQUARE**
GPS-APP DESIGNED TO HELP BLIND PEOPLE NAVIGATE THROUGH CITIES USING AUDIO. AVAILABLE IN 22 LANGUAGES
- WAYFINDER**
AN AUDIO-BASED APP TO HELP BLIND PEOPLE TRAVEL INDEPENDENTLY, FOR INSTANCE IN TRAIN STATIONS AND AIRPORTS
- CAP4ACCESS**
A PILOT-PROJECT TO MAKE EUROPEAN CITIES MORE ACCESSIBLE FOR ANYONE WITH LIMITED WALKING ABILITIES

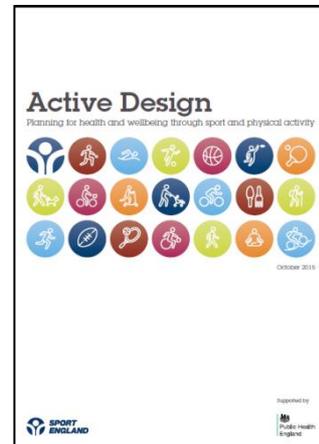
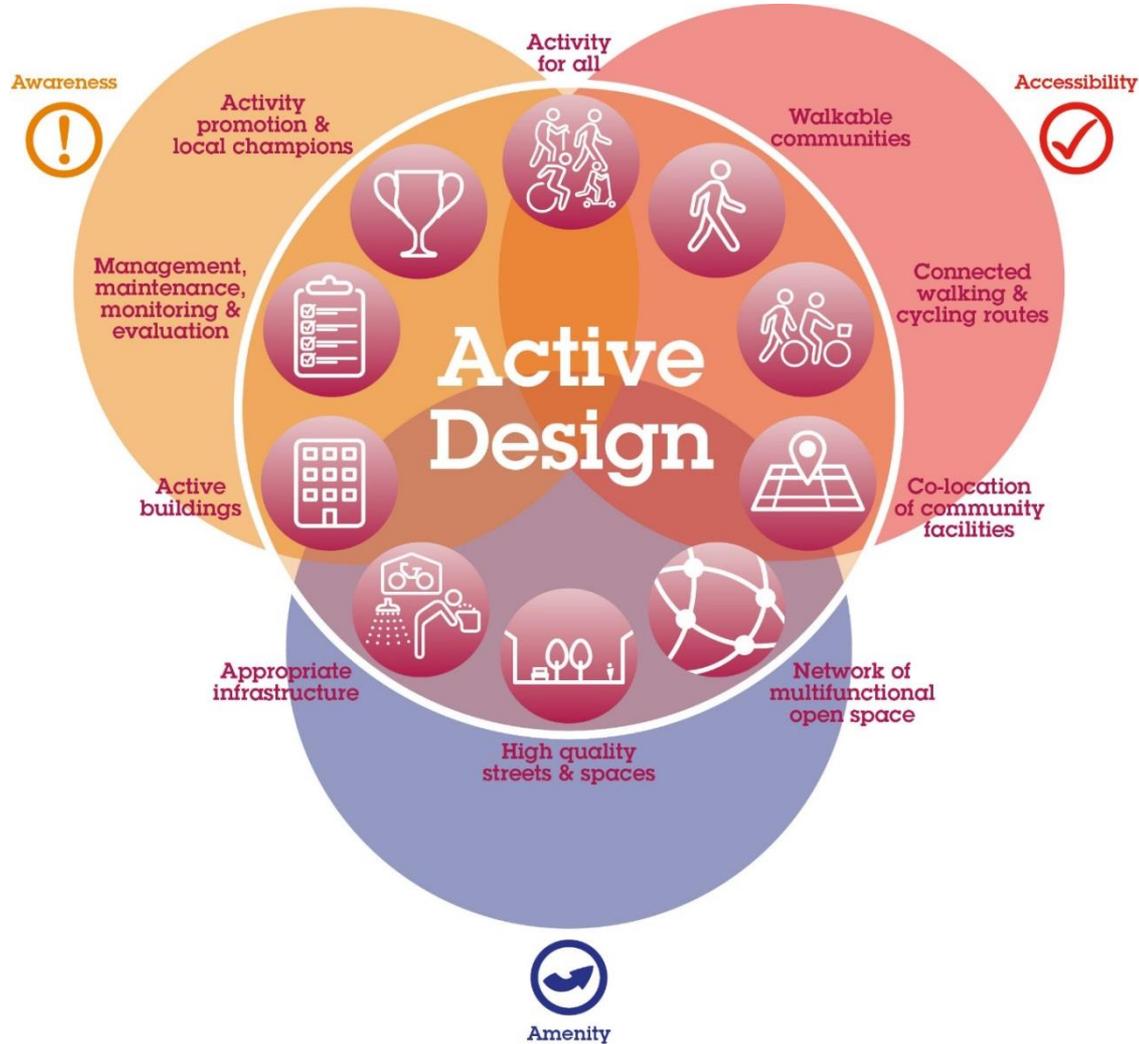
EUROPEAN INITIATIVES TO PROMOTE THE RIGHTS OF PEOPLE WITH DISABILITIES

- EUROPEAN ACCESSIBILITY ACT**
PROPOSED LEGISLATION TO OBLIGE COUNTRIES TO MAKE ALL PRODUCTS, SERVICES, AND PUBLIC BUILDINGS ACCESSIBLE
- EUROPEAN DISABILITY CARD**
PILOT PROJECT THAT ALLOWS DISCOUNTS FOR CULTURE, LEISURE, SPORT AND TRANSPORT ACROSS THE EU
- UN CONVENTION ON THE RIGHTS OF PERSONS WITH DISABILITIES**
ADOPTED IN 2006 AND RATIFIED BY 25 EU COUNTRIES (NOT BY IRELAND, FINLAND AND THE NETHERLANDS)
- EUROPEAN DISABILITY STRATEGY 2010-2020**
EUROPEAN STRATEGY TO ENSURE EQUAL OPPORTUNITIES FOR PEOPLE WITH DISABILITIES IN ALL ASPECTS OF LIFE



Public Health
England

Ten principles for active design





Public Health
England

Moving at Scale

- Positive change must happen **at every level** and must be **measurable, permanent and consistent**
- Implement **‘what works’ at scale**
- Maximise **existing assets**:
 - Human
 - Physical

What works’ evidence consolidation supported the development of Everybody Active, Every Day

NESTA quality criteria based case study collation of interventions to reduce inactivity in 2014/15 done in partnership with UKActive Research Institute and National Centre for Sport & Exercise Medicine. Repeated in 16/17 and showed significant increase in evidence based practice.

Regional series of data and evidence workshops for commissioners and providers.

Sport England has significantly strengthened evidence collection/evaluation as core funding criteria into grant schemes.



Physical activity in the context of impairment

Limited understanding of how to adjust Chief medical Officers guidelines on physical activity for people with disabilities and impairments.

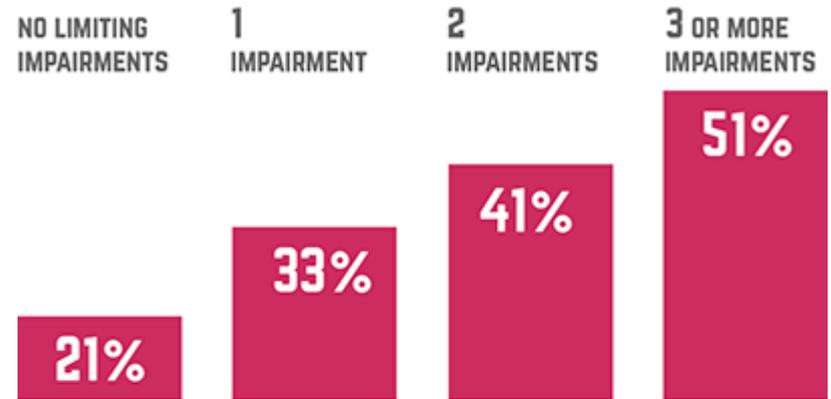
Focus historically has been on enabling sports participation for disabled people and evidence and understanding of utility based physical activity and other forms of recreational physical activity has been limited.

Good qualitative research from EFDS and others demonstrates that disabled people want to be physically active and society is disabling them.

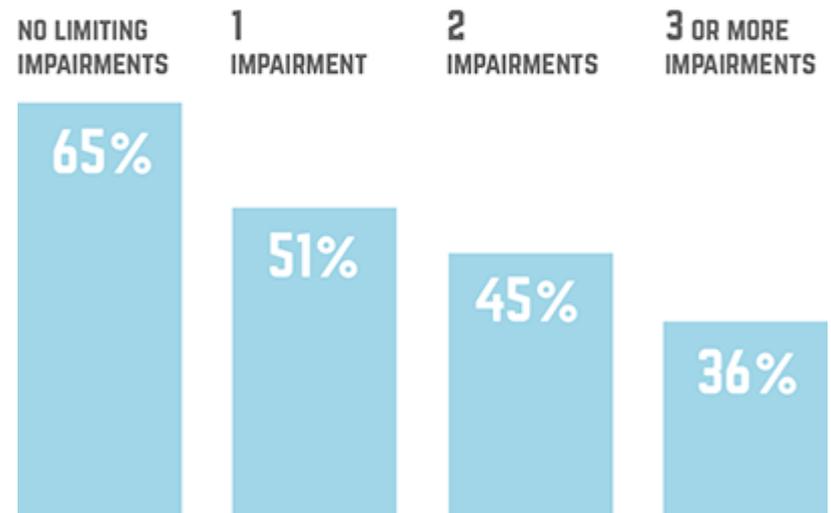
PHE is working with the CMO Physical Activity Expert Group to review the evidence on PA and disability in 17/18

Results from May 16/17 Active Lives Survey

INACTIVE (LESS THAN 30 MINUTES A WEEK)



ACTIVE (150+ MINUTES A WEEK)





Reflections and learning

- Strong evidence base for physical activity as golden thread across government
- There has to be a whole system approach to tackling inactivity and promoting physical activity
- Focusing on those doing less than 30 mins of activity a week has driven stronger connection from health sector and more consideration of the needs of those with disabilities and impairments.
- Using physical activity in its broadest sense enables buy-in from other government departments and policy areas in a way sport doesn't on its own
- Safe politically as low media risk of controversy
- Timescale to impact is a challenge but with good annual data collection it is possible to demonstrate increased participation in sport and utility based cycling and walking. But data very limited for disability.



Public Health
England

Looking to the future



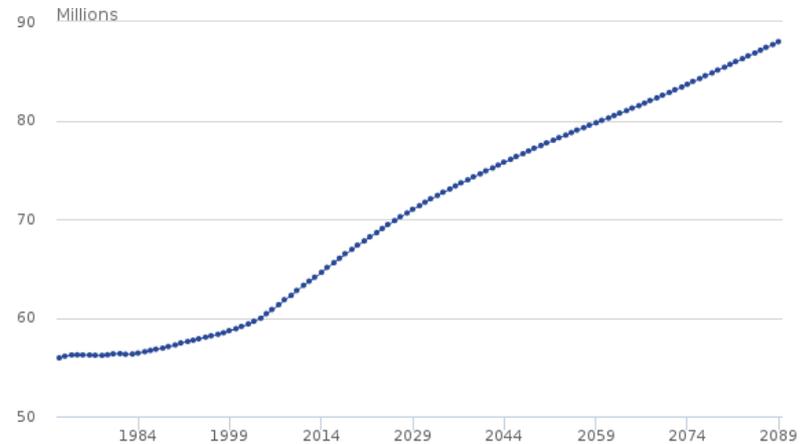
Looking ahead

Life expectancy continues to expand but so does the proportion of life lived with disease and disability.

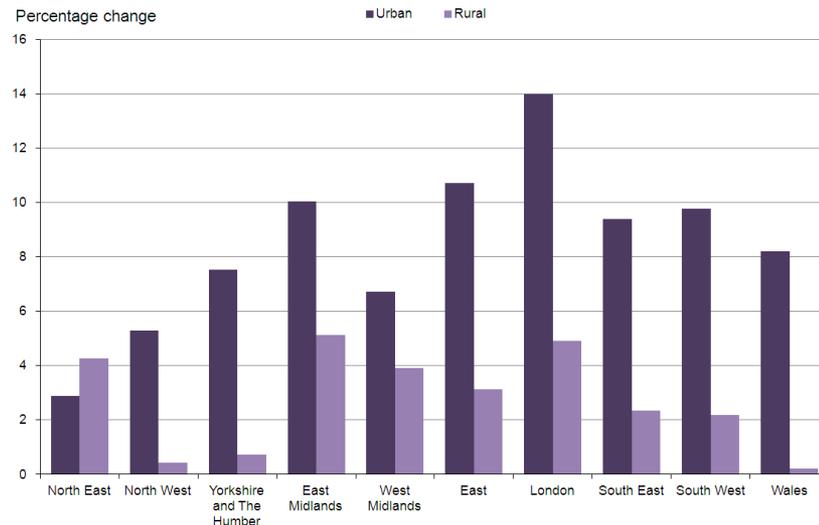
1 in 3 girls and 1 in 5 boys aged 5yrs today will reach their 100th birthday.

Fertility rates remain relatively constant and although migration patterns may change the overall picture is of population growth.

Increasing shift to city based living aligned with mobilisation of sustainable tech harmonised living.



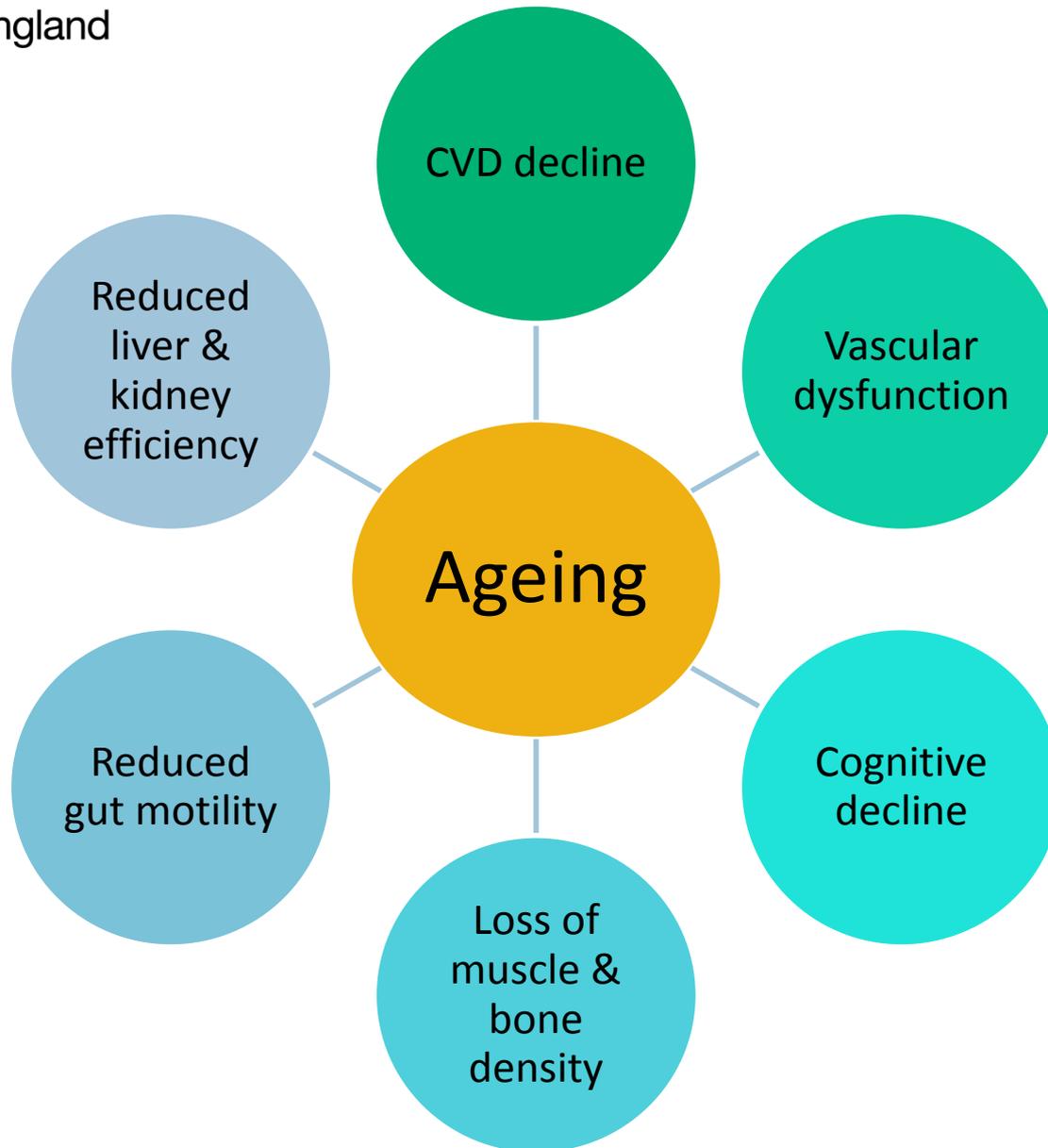
Estimated and projected total population, UK, year ending mid-1971 to year ending mid-2089 (ONS 2015)



Percentage change in the size of the usual resident population in urban and rural areas 2001 to 2011 (ONS)



Physiological impacts of ageing





Public Health
England

Emerging contextual shifts

- Climate change and ecological stability
- Potential for instability in water/food resources
- Globalised multi-nationals working with 'crowd sourced' businesses
- Collective decision making influencing policy
- Potential for increasing inequalities and social division





Investing in physical activity is key at an individual level to being able to enjoy life, remain economically active and independent into later life.

For the public sector, ensuring individuals are active across the life course and investing in their own health is essential to the economic viability of local communities and the sustainability of the public sector.



The
FUTURE
depends on
what we do
in the
PRESENT.
Mahatma Gandhi

CYCLING AND HEALTHY STREETS

Will Norman
Walking & Cycling Commissioner

MAYOR OF LONDON



MAYOR OF LONDON

Mayor's Transport Strategy

Draft for public consultation

JUNE 2017



Source: Lucy Saunders









0604

1071

Daily Hoi Cycle Tours

0599

039



DELIVEROO

DELIVEROO

No 58

SALE

KIK



Werkplein

30

byard art

THE SHOP

Outspoken!
Delivery



Outspoken!
Delivery









CYCLE SUPERHIGHWAY CS6
↑ Elephant & Castle 10 mins
 CS6
Westminster 8 mins
Tower Hill 9 mins
Lancaster Gate 25 mins →
CS6



Cycle Superhighway (CS4) Tower Bridge to Greenwich





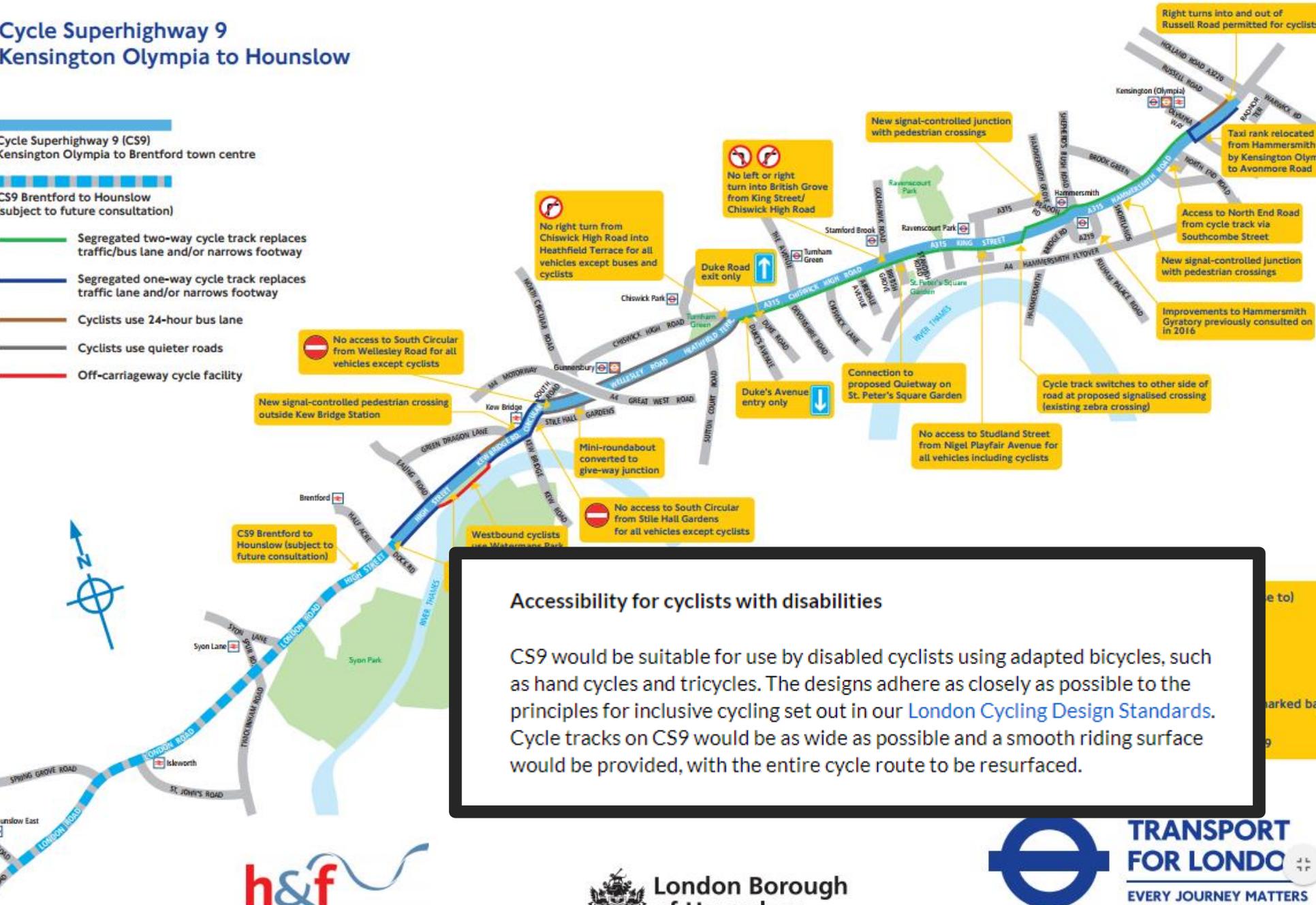


Cycle Superhighway 9 Kensington Olympia to Hounslow

Cycle Superhighway 9 (CS9)
Kensington Olympia to Brentford town centre

CS9 Brentford to Hounslow
(subject to future consultation)

-  Segregated two-way cycle track replaces traffic/bus lane and/or narrows footway
-  Segregated one-way cycle track replaces traffic lane and/or narrows footway
-  Cyclists use 24-hour bus lane
-  Cyclists use quieter roads
-  Off-carriageway cycle facility



Accessibility for cyclists with disabilities

CS9 would be suitable for use by disabled cyclists using adapted bicycles, such as hand cycles and tricycles. The designs adhere as closely as possible to the principles for inclusive cycling set out in our [London Cycling Design Standards](#). Cycle tracks on CS9 would be as wide as possible and a smooth riding surface would be provided, with the entire cycle route to be resurfaced.

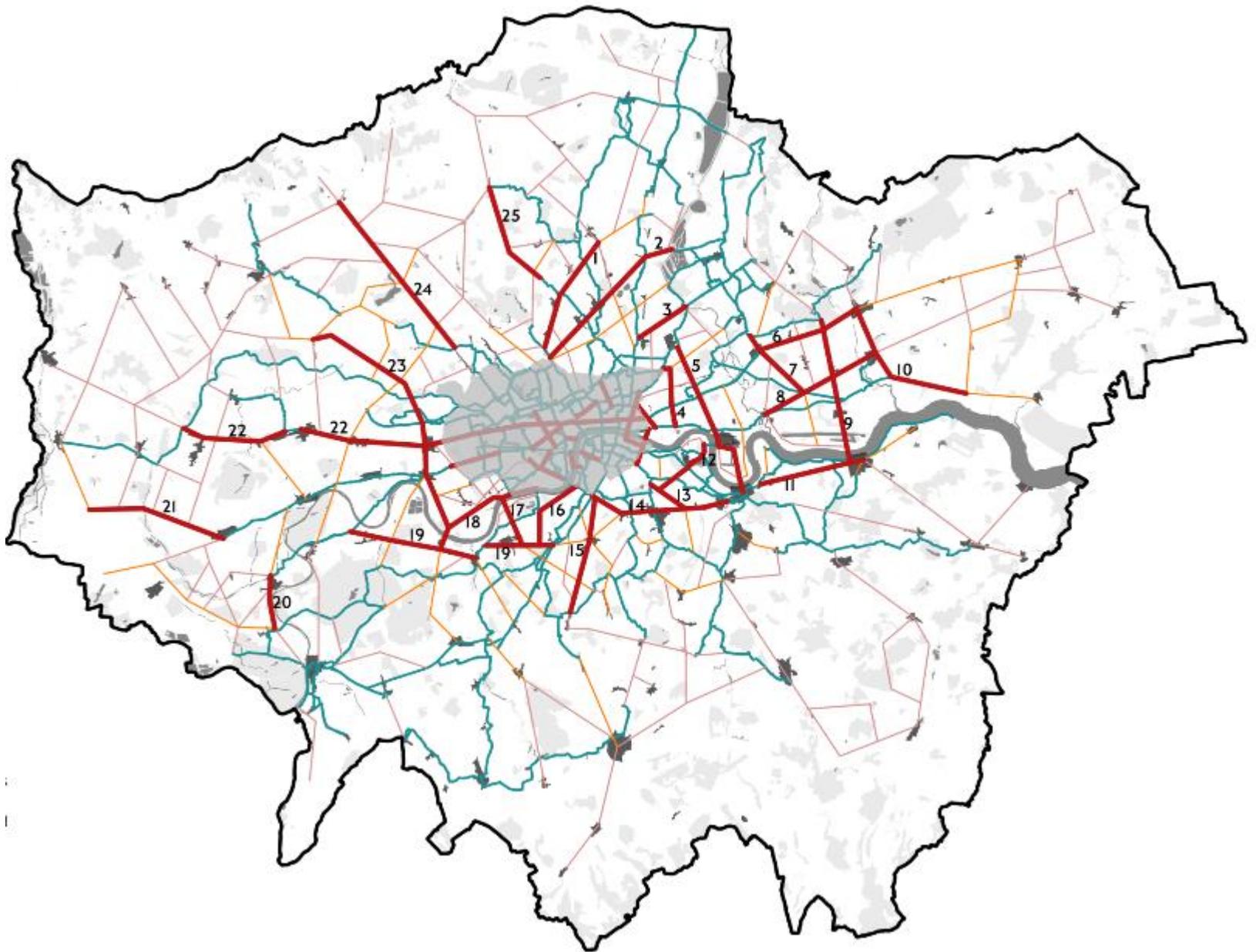


FLIGHT CENTRE

A315

Sandersons





Mon - Fri
9.30 am - 6 pm
Saturday
9.30 am - 12.30 pm







St Christopher's Place
Boutique Fashion
& Alfresco Dining

intimissimi

ALDO

ALDO





THANK YOU

Will.norman@london.gov.uk

[@willnorman](https://www.instagram.com/willnorman)





Launching the Inclusive Cycling Guide

Neil Andrews - Campaigns & Policy Officer,
Wheels for Wellbeing



A guide to inclusive cycling

First edition - November 2017



Foreword

About Wheels for Wellbeing

Wheels for Wellbeing is an inclusive cycling charity based in Brixton, south London. We were founded in 2007, so this year we are proud to be celebrating our 10th anniversary! We are a grassroots disability organisation, running five sessions a week at our three inclusive cycling hubs. Using any of our fleet of over 200 cycles (handcycles, tandems, tricycles, recumbents, wheelchair cycles, side-by-sides and bicycles) disabled people of all ages can discover or rediscover cycling, whilst enjoying its health and wellbeing benefits. Every year around 1,200 disabled people, aged from 18 months to 99 years-old, cycle at our hubs.

In recent years, we have become increasingly frustrated by the fact that - though disabled people are significantly hampered in the amount of cycling they can do by innumerable features of the cycling environment - they have been mostly absent from the cycling debate. We decided we needed to speak up. We began with a presentation at a London Cycling Campaign (LCC) seminar back in February 2014, where some of the ideas discussed in this handbook were first developed. In 2016 we launched our [Beyond the Bicycle](#) manifesto at an All Party Parliamentary Cycling Group (APPCG) event we held at the Herne Hill Velodrome, attended by MPs, local politicians, cycle traders and media. Our objective then (as it is now) was to increase the awareness of the fact that disabled people do cycle and to influence cycling infrastructure, facilities and representation so all of us can reach our full cycling potential.

We are very proud to have become the UK's leading campaigning organisation on behalf of disabled cyclists. In short, we are the voice of disabled cyclists.

Our vision

Many disabled people still don't get to enjoy the amazing benefits of cycling because of barriers that are put in their way: be they physical, attitudinal, or otherwise. However, we know that significant numbers of disabled people do already cycle and that many more could do so given the right conditions.

We fight for a world where disabled people are able to cycle whenever and wherever they wish - whether for transport, leisure or exercise. This will be the case when all cycle routes and facilities are inclusive and accessible. We aim to transform the common perception of what cycles and cyclists look like. We believe our work will lead to a healthier population and will transform attitudes to disability.

Who and what this guide is for

This handbook does not claim to be the answer to everything about inclusive cycling. Nor is it a highly technical set of design guidelines. Rather, it is somewhere in between: an accessible, yet thorough guide on the *basic principles* of inclusive cycling. We hope that it



Why?



*“One of the key barriers to accessibility identified by many disabled people is a **lack of consistency** in the way that services and facilities are delivered”*

Department for Transport, 2017



What?



What is inclusive cycling?

- Disability in the UK
- Facts and stats about disabled cyclists
- Types of non-standard cycles
- Our campaigns
- Equalities legislation and cycling in the UK

Infrastructure, facilities and recognition

Infrastructure

Bollards, posts and kerb upstands

Problem:

Creating cycling permeability while restricting motor traffic passage through location of obstacles is a common traffic control measure, but this should not restrict cyclists.

Solution:

Where bollards or kerb upstands are used across a pathway to prevent access to motor vehicles the minimum distance between two bollards, or gaps between kerb upstands, should be no less than 1.5m. See IAN 195/16 [2.3.8](#).



Facilities

Cycle parking

There are very few cycle parking facilities designed to accommodate non-standard cycles. Almost all cycle parking stands (e.g. the Sheffield Stand) are intended for use by standard two-wheeled bicycles and are generally placed too close to each other to fit a three-wheeled cycle between them.

This is not the only way that cycle parking can exclude disabled cyclists. For example, it may be that cycle parking facilities are not located on ground level (and without lift or ramp access), or that accessing a parking stand relies on the user having the strength and dexterity to operate technology whilst standing (e.g. hydraulically-assisted double-stacking racks).

A range of possible design solutions, along with a set of technical recommendations, are outlined in this section.



Recognition

Designing a Blue Badge for disabled cyclists

Local authorities should consider the option of designing and piloting a **disabled cyclists' Blue Badge** scheme in their area. The purpose of such a scheme would be to give disabled cyclists a valuable form of identification, which could be used to:

- (a) Permit disabled cyclists to cycle considerably in non-cycling areas (such as 'cyclists dismount' zones) when using their cycle as a mobility aid
- (b) Reserve allocated cycle parking spaces that have been designed for use by non-standard cycles.



Such a scheme could be developed in collaboration with local police forces, CCGs, community and disability groups.

Policy recommendations

- We encourage all local authorities to adopt either Highways England's [cycle design vehicle](#) or the London Cycling Design Standards' (LCDS) [inclusive cycle](#) concept when designing, or outsourcing the design of, all cycling infrastructure

Both of these blueprints provide design criteria that are inclusive of all cycle types - including non-standard cycles - ensuring that cycling infrastructure caters for the needs of all types of cycle and cyclist

- We call on the government to develop national cycle design standards, in order that predictably inclusive cycling infrastructure is available nationwide

Case study: Adaptive Biketown

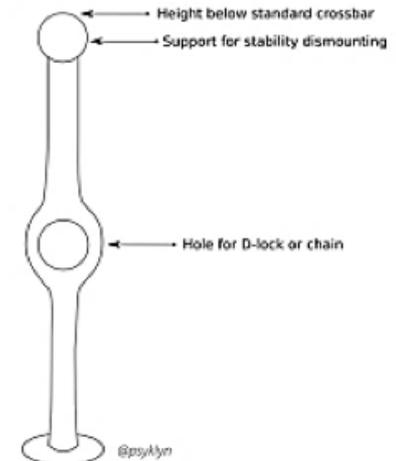
In 2016 a large-scale bike share scheme was set up in Portland, Oregon (USA) with the support of Nike. However, just weeks before its launch a local politician voiced concerns that the scheme excluded disabled people, as it did not include any non-standard cycles.

The local transport authority subsequently revised its plans and decided to expand the scheme to cater for disabled cyclists. One year later, in July 2017, [Adaptive Biketown](#) was born.

The scheme rents out cycles for people with a range of disabilities, including tandems, handcycles and tricycles, and aims to increase access to cycling for all disabled people. It is run by the Portland Bureau of Transportation, in conjunction with a local non-profit disability organisation and a cycle shop specialising in non-standard cycles.

"I'm a lower limb amputee and use an adapted Brompton as my mobility aid. Fold-up bikes are allowed on the Tube, but I can't fold mine up and carry it for obvious reasons. I was refused access to the Jubilee Line recently. Why can't reasonable adjustments be made for disabled people who use their cycle as a mobility aid?"

Inclusive Trike Parking Stand





What next?

PUBLICATIONS AND RESEARCH

[CAMPAIGN HOME PAGE](#)[OUR CAMPAIGNS](#)[GET INVOLVED](#)[CAMPAIGNING RESOURCES](#)[PUBLICATIONS AND](#)[RESEARCH](#)

CONSULTATION RESPONSES

2017

[Draft Mayor's Transport Strategy \(Mayor of London\)](#)

[Mayor's Police and Crime Plan \(Mayor of London\)](#)

[Air Quality Inquiry \(Joint Committee\)](#)

[Oxford Street \(Transport for London\)](#)

2016

[Cycling and Walking Investment Strategy \(Department for Transport\)](#)

[Better Towpaths for Everyone \(Canals and River Trust\)](#)

[Disability and the Built Environment \(Women and Equalities Committee\)](#)

[EU Cycling Strategy \(European Cyclist's Federation\)](#)





Please email your suggestions to
info@wheelsforwellbeing.org.uk

Thank you!

Croydon's Emerging Cycling Strategy

*Presented by Ian Plowright,
Head of Transport, Croydon Council*

November 2017

A strategy is a temporal route map

You need to be clear where you are starting from and where you want to get to

Your strategy will be a powerful tool if your destination includes fully inclusive cycling

Here  Inclusivity
to

The background bit

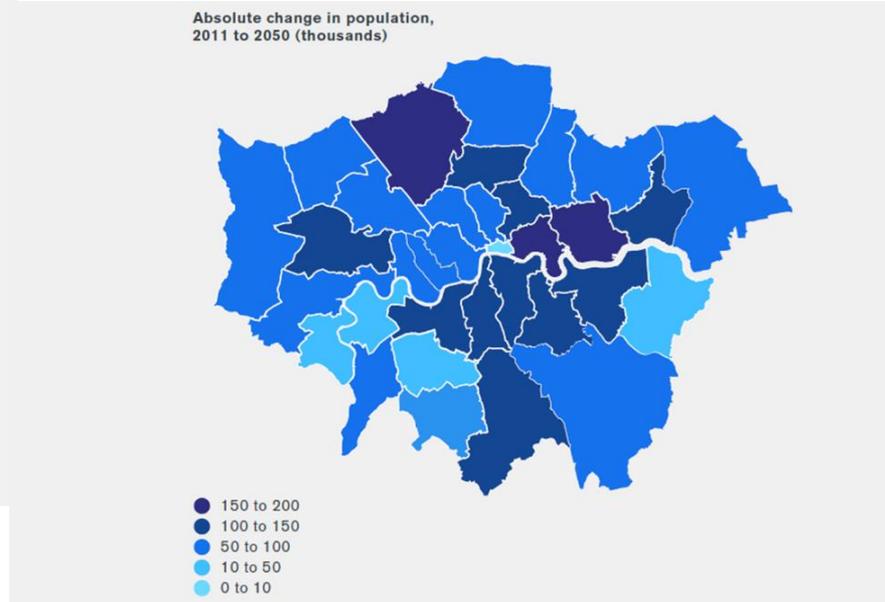
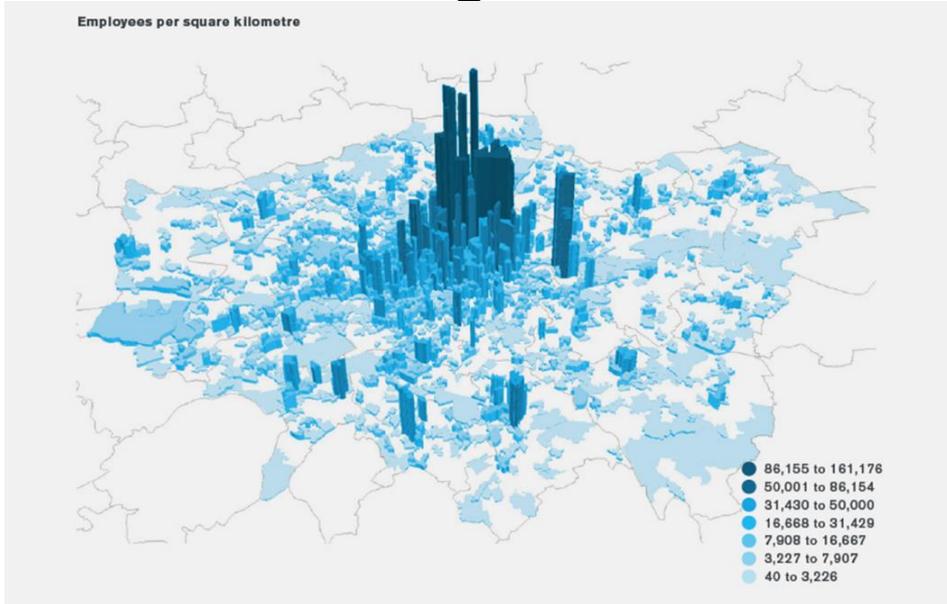
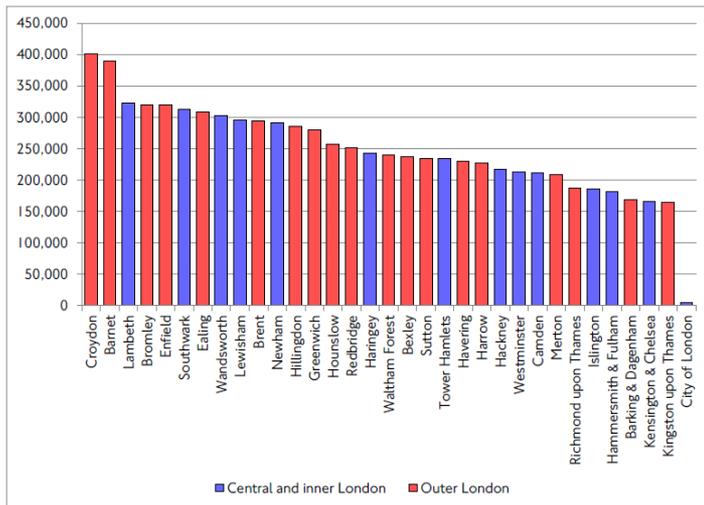


Figure 4.2: potentially cyclable trips by borough of residence



Cycling Amongst Disabled Londoners

Attitudes towards cycling 2016, TfL



Profile of cyclists (trend)

%



Significantly higher / lower vs. subgroup

Significantly up or down vs. March 2016

Demographic questions
Base: All Sept 2016 Disabled(495), Non-disabled (1770)

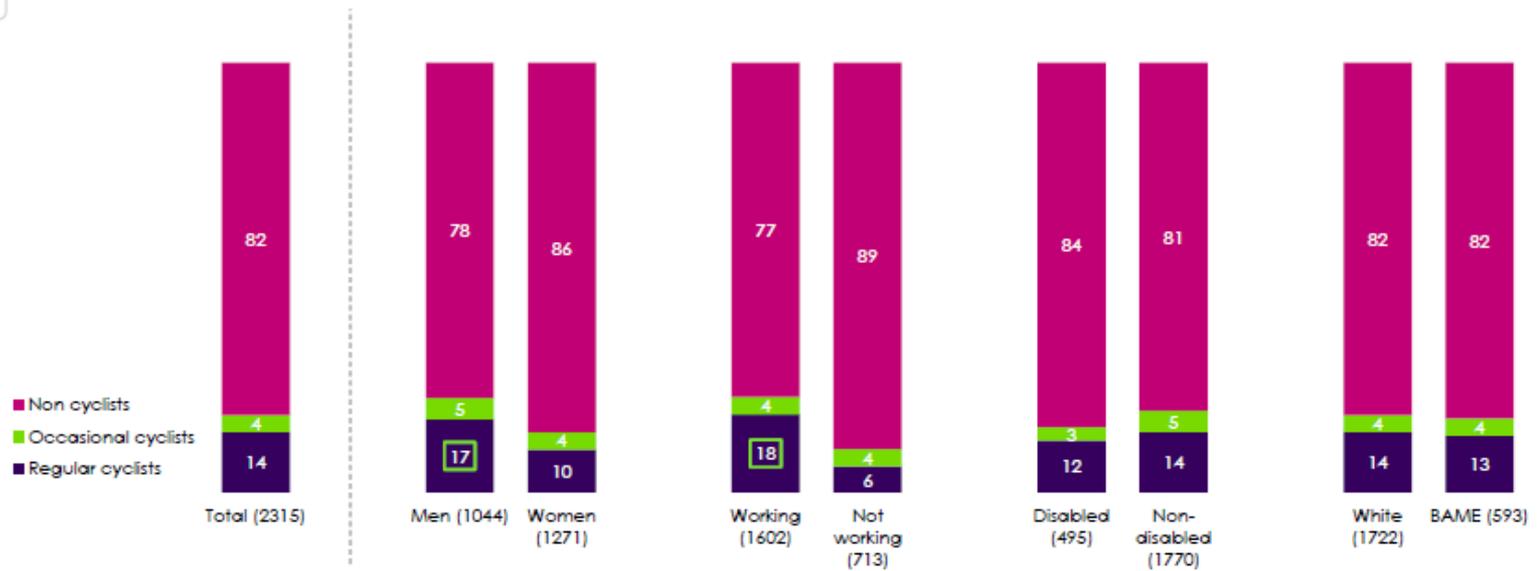


Cycling Amongst Disabled Londoners

Attitudes towards cycling 2016, TfL

Profile of cyclists (Sept 2016)

%



 Significantly higher / lower vs. subgroup



Demographic questions
Base: All - Sept 2016

Percentage of Disabled Londoners Able to Ride a Bike

Attitudes towards cycling 2016, TfL

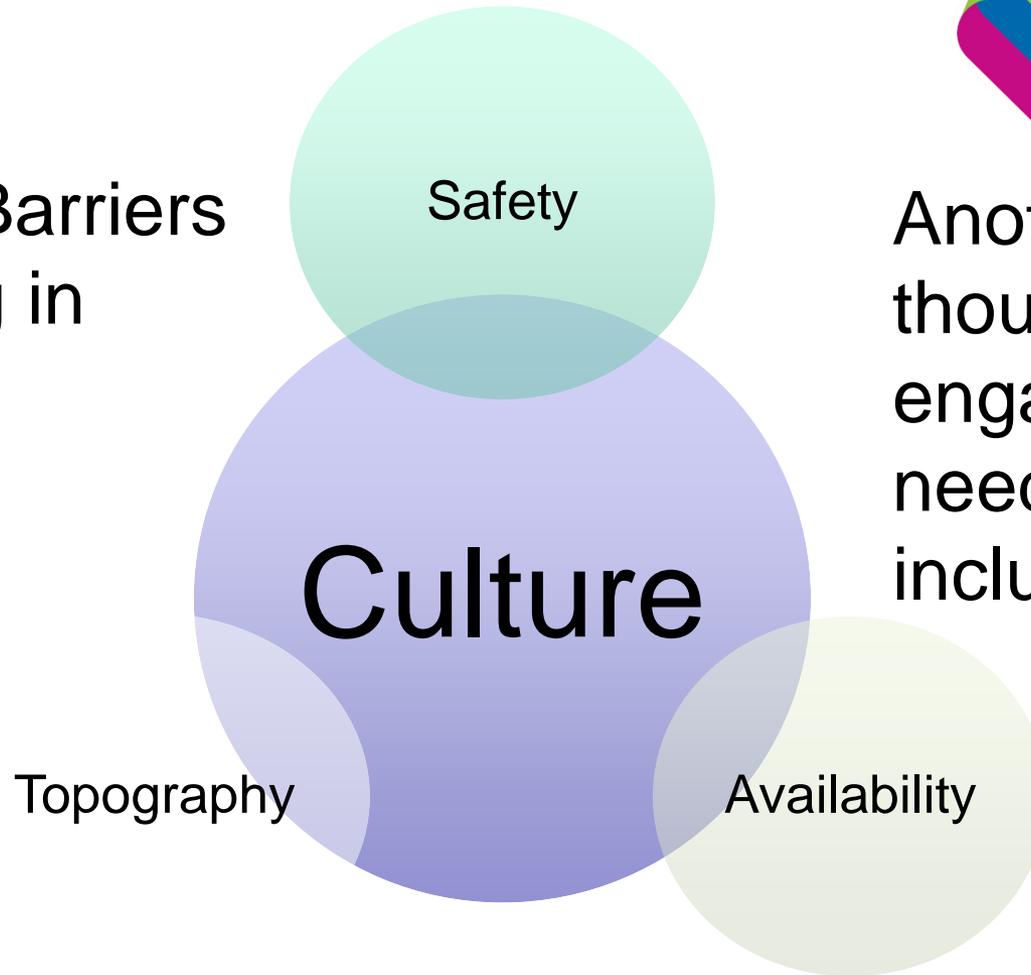
Percentage able to ride a bike (Sept 2016)



QBIKE1: Can you ride a bicycle?
Base: All respondents Sept 2016 (2315)



General Barriers to Cycling in Croydon



Another level of thought and engagement need for an inclusive culture

Culture

Inclusive Culture

Direct role of the strategy document via the imagery and language

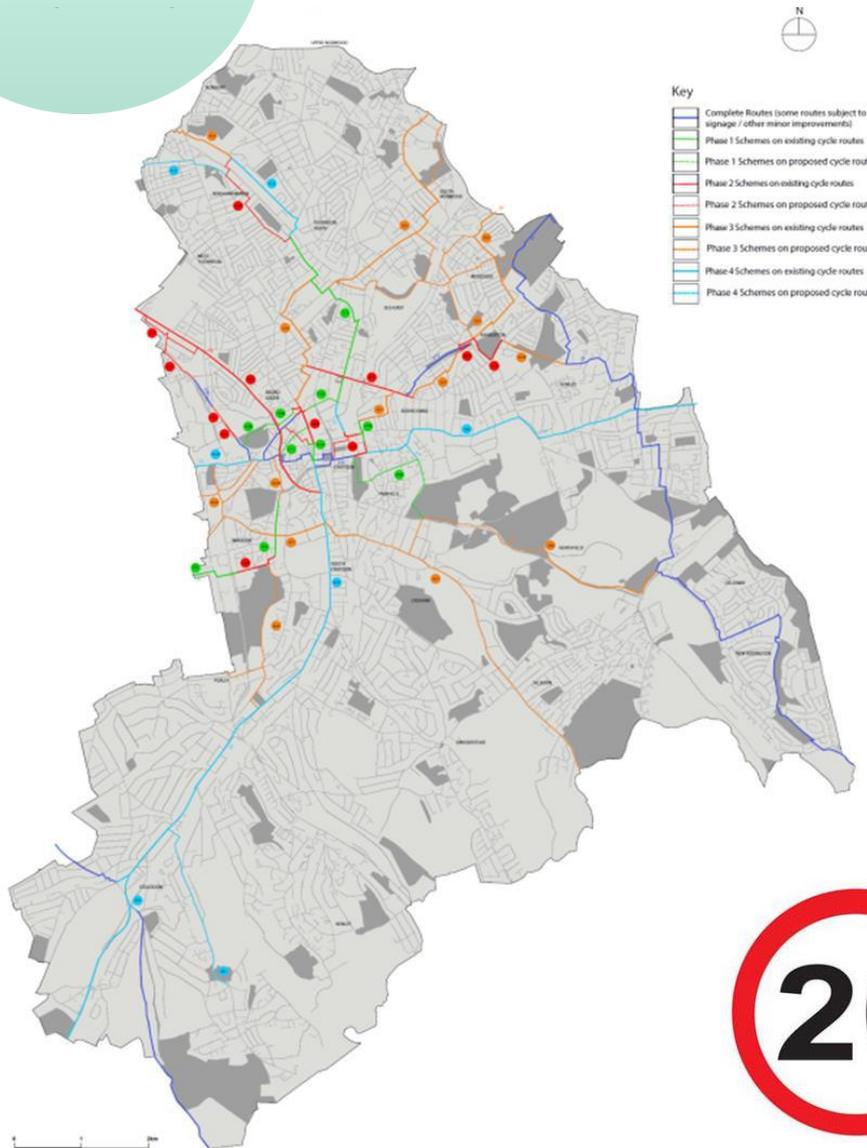
'Cycling is not for people like me' 44% agree

(Attitudes towards cycling 2016,

TfL)



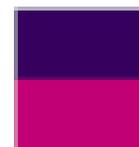
Safety



Safety / Culture



Have a disability



7
7

■ Sept 2016
■ March 2016

Awareness that local authorities offer free cycle training

Attitudes towards cycling 2016, TfL

Resistance to taking up cycle training in the future

Attitudes towards cycling 2016, TfL

Safety

OUR FUTURE

Safety / Culture

Training: Child and Adult
Bikeability

Cycling for Healthy

Led Group Rides

Exchanging Places



Ownership

- Low cycle ownership
- Cycle Heroes
- Cycle to work scheme
- Cargo bike loan scheme
- Cycle loan
- Bicycle libraries
- Brompton dock / cycle hire
- Dockless hire bikes



Availability: Safe Keeping

- Lack of secure space to keep a bike at home
- Safe, secure cycle parking at the journey's end

Topography

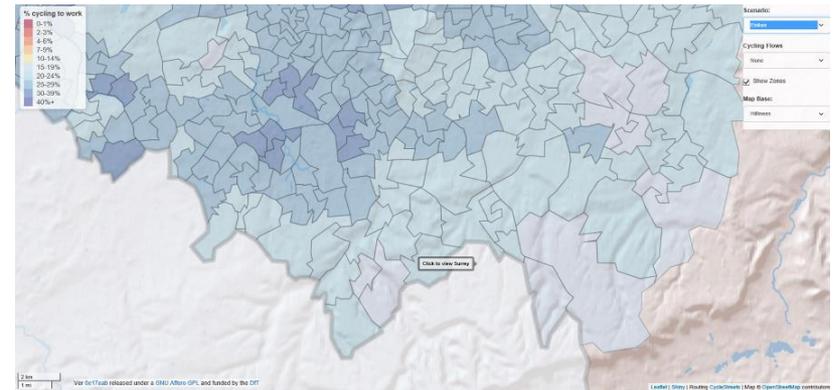
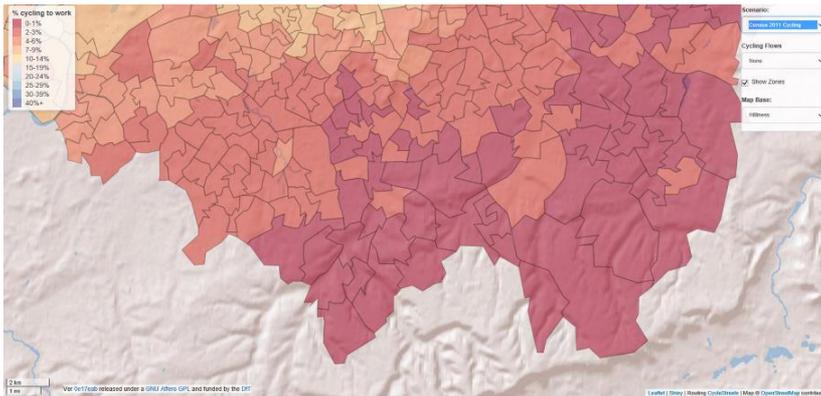
Deterrents to taking up cycling

Attitudes towards cycling 2016, TfL

I don't think I'm fit enough/ think I'm too old



- Sept 2016
- Mar 2016
- Sept 2015
- Mar 2015
- Sept 2014



E-bikes

Inclusive Cycling Culture

Cycling and disability: research knowledge & gaps (in 9 mins!)

Rachel Aldred

r.aldred@westminster.ac.uk

rachelaldred.org

[@RachelAldred](https://www.instagram.com/RachelAldred)

Content

1. Cycling levels among disabled people
2. Current & future research needs

Disabled people and cycle commuting

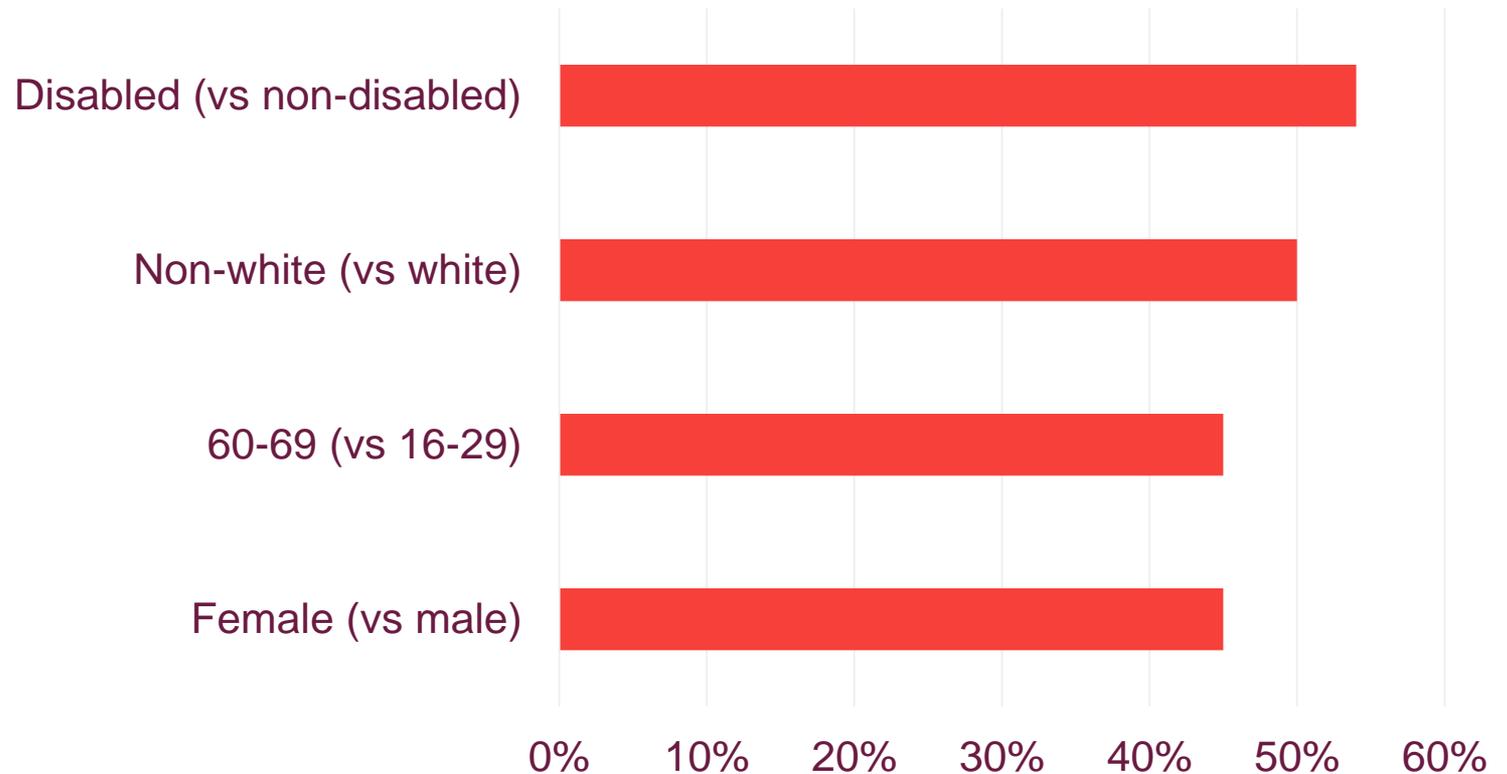
- In 2011, 5.1% of cycle commuters in England and Wales were people whose day-to-day activities were limited (the Census 'disability' question)
 - This compares to 6.8% of all commuters

Disabled people and cycle commuting

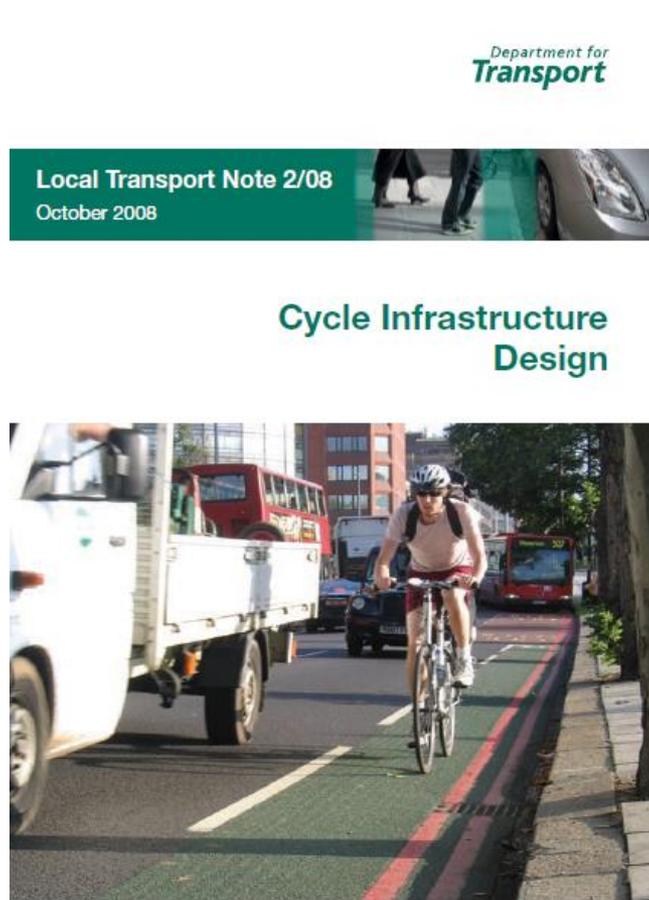
- In 2011, 5.1% of cycle commuters in England and Wales were people whose day-to-day activities were limited (the Census ‘disability’ question)
 - This compares to 6.8% of all commuters
- Huge variation among local authorities in the proportion of disabled commuters who cycle to work, ranging from 0.2% to 25.9%
 - The main thing that determines cycle commuting rates for disabled people is how cycling-friendly the local environment is (measured by cycling levels generally)

English inequalities in cycling participation

Rate ratio, any cycling in past 4 weeks



Two problems

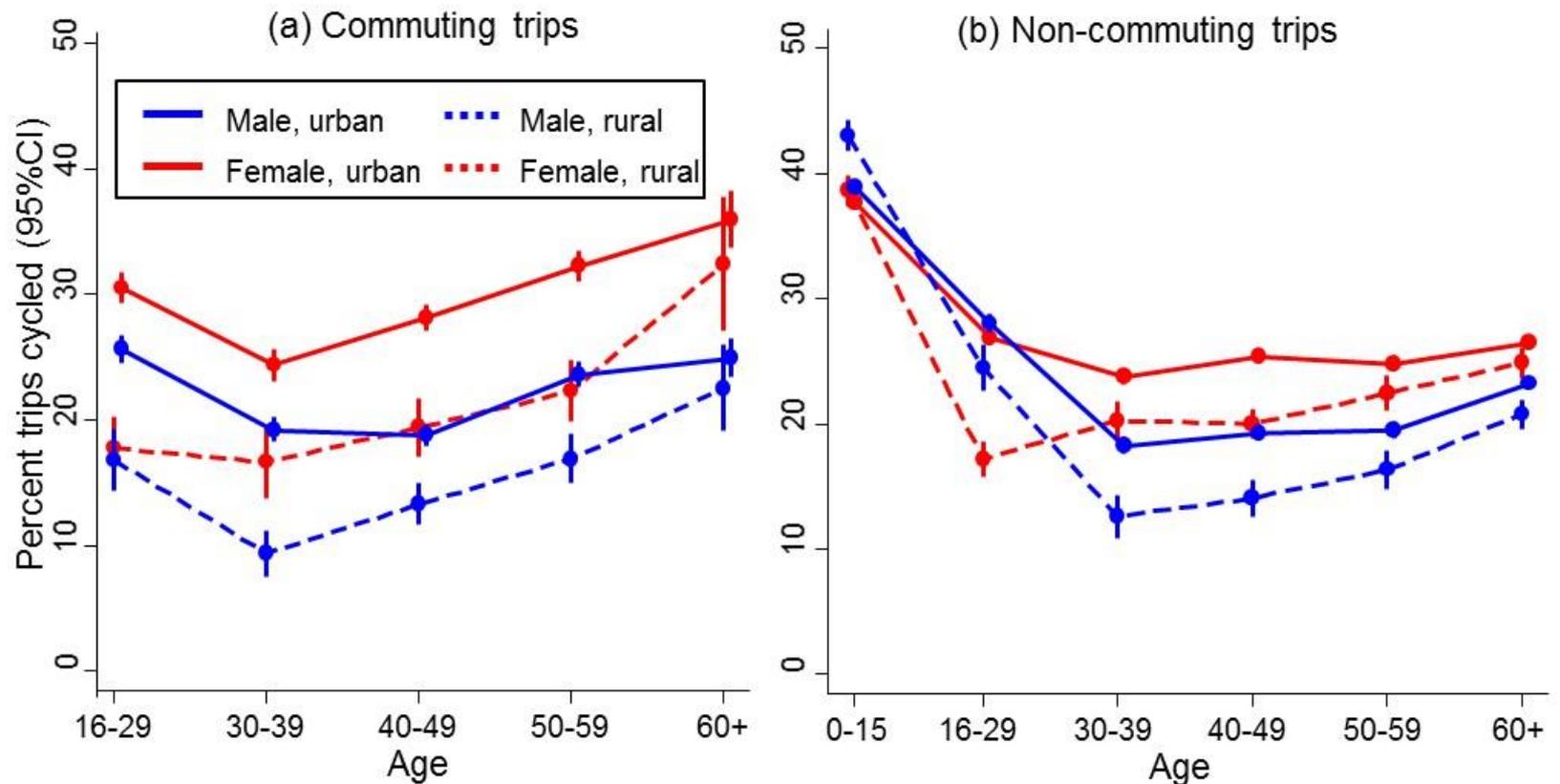


- Under-represented groups more affected by general problems with cycling (e.g. lack of separation from motor traffic)
- Specific needs of under-represented groups not studied or planned for; ‘cyclist’ assumed to be male/white/young adult/not disabled etc.

How are other countries doing?

- Hard to know as lack of data/research
- However, can look at differences by age to get some idea (as disability rates increase with age)
- UK swift drop-off in cycling rates after young adulthood not mirrored in Netherlands – it's the opposite

The Dutch picture



Source: DfT (2016) National Propensity to Cycle Tool Stage 1 Report, Appendix 8

<https://www.gov.uk/government/publications/national-propensity-to-cycle-first-phase-development-study>

. NTS analysis by Anna Goodman.

A mindset change: the cycling system

- Now have reasonable data on cycling equity and under-representation
- Starting to see cycling equity as a systematic issue – about exclusion not ‘choice’
- Need to identify and study diverse barriers (and enablers) to people cycling, using qualitative and quantitative methods and considering different types of disability

Researching barriers (& enablers)

- Infrastructure providing protected space (without obstacles!), but also origins & destinations served, route directness, safety from harassment, access to different types of cycle, suitable parking, language and imagery, etc.
- Starting to research some of those issues e.g. on imagery and policy language, Kevin's paper, mine with Isabelle and Neil, etc.
 - Our paper found for instance implicit assumption in many London borough cycling strategies that disabled people are only leisure cyclists and not utility cyclists

Research benefits as well as barriers

- Very often groups under-represented in UK cycling could benefit most from it (e.g. women have lower car access and incomes than men, and make many short trips)
- Evidencing benefits of cycling for different groups can help build case for change
 - Benefits don't just have to be quantitative/monetizable: how do we put a price on allowing people access to independent mobility across the life course?

Cycling for All: a short film



Cycling and disability: research knowledge & gaps (in 9 mins!)

Rachel Aldred

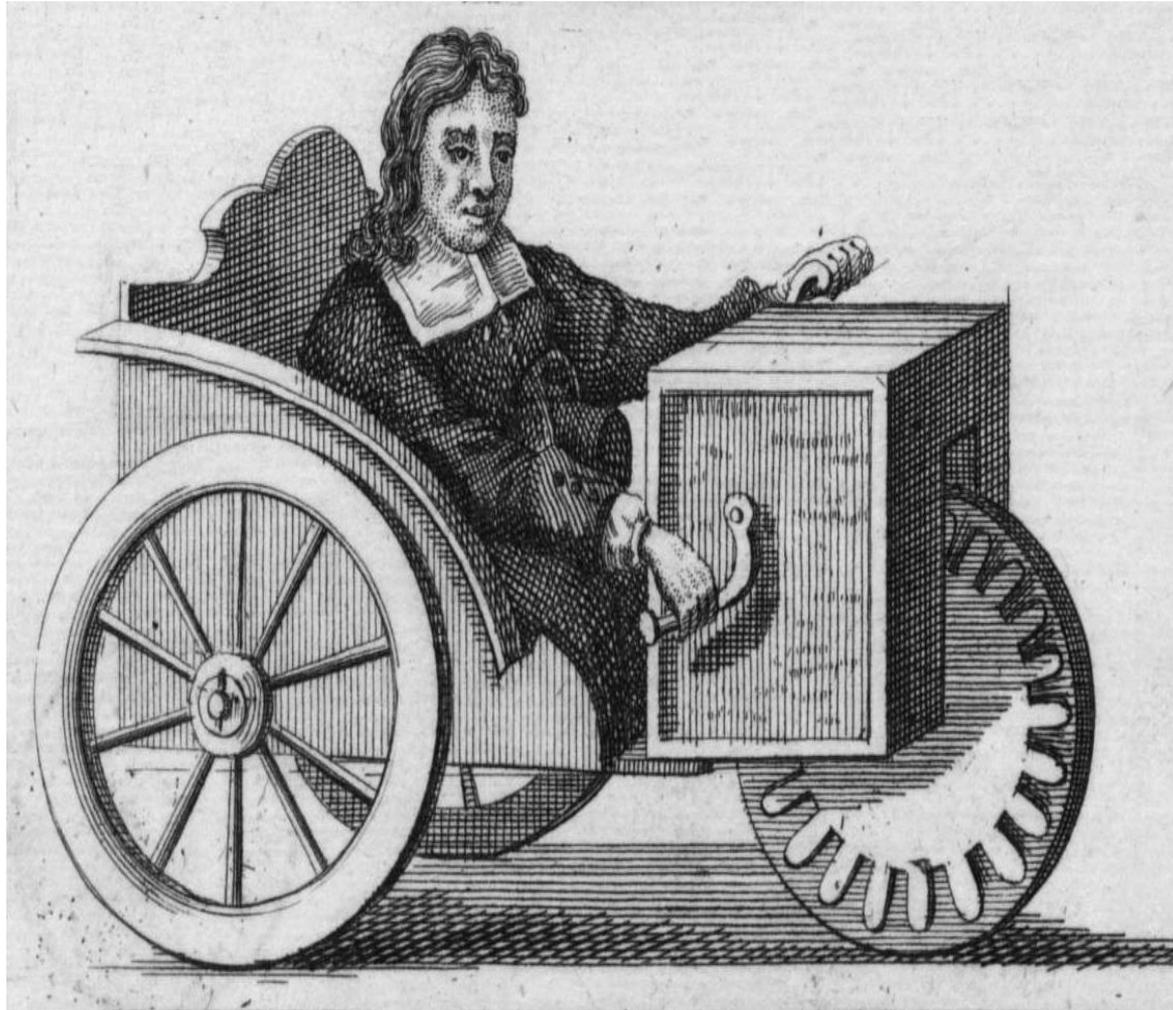
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[@RachelAldred](https://www.instagram.com/RachelAldred)

Kevin Hickman
Trustee
Wheels for Wellbeing

Cycling and Disability



Cycling and Disability



Cycling and Disability







Ruth-Anna Macqueen, Co-Founder,
Beyond the Bicycle Coalition and Family
Cycling Activist

Beyond the Bicycle - the Coalition



What?

Aim: to facilitate discussion and develop ideas that will lead to improved infrastructure, facilities and recognition, along with reduced user costs and greater incentives, for users of non-standard cycles (e.g. handcycles, e-cycles, cargobikes) in London and eventually nationally - including, but not limited to, disabled, cargo, freight and family cyclists.

By facilitating meetings on issues relating to non-standard cycles, the Coalition will:

- Provide a space for users of non-standard cycles to share their thoughts and experiences in confidence;
- Seek out relationships with other cycling, disability and family organisations, and businesses.

When?

Bicycles
not the
only cycle

For what purpose / why not the only
• Cycling for everyone • cycle

- Mop - Bicycles
- Bikes (A. James - Handmade
parts - helmets)

Rental / Sharing of bikes (bikes /
child seats / cargo bikes / motorized cycles)

Equalizes Rich - poor
Oxidation
CIT cycle design

Shape the world of people cyclists
Cargo cyclists

Pushchairs - Double
Trikes
Cargo bikes
Mobility Scooters
Bakfiets
Christmas
Tug along
Bike Alotter bike +

Cycles as mobility aid

radius of turn / Price
Surface quality
Joints

Housing - Cycle parking
without hangers

Utilizing
non traditional uses
- living / people

Hartogoy & C

Why?



Who?

Individual users of non-standard cycles (disabled cyclists, parent cyclists, freight cyclists)

Other interested individuals, family groups, businesses, social enterprises, academics, engineers, manufacturers and retailers

Representatives of key partner organisations

How?

Our four policy asks

- Cycling infrastructure
- Recognition (in cycling policy and data collection)
- Subsidies and incentives
- Cycling facilities (eg parking)

So far

- Regular meetings and online discussions
- Social media - good and bad practice
- Position statements eg rumble strips
- Building networks
- Campaigning letter - can be used by any individual or group

Future plans

Case studies of individuals/services

Responding to Consultations and pro-actively seeking meetings with decision makers, engineers and others

Lobbying

Further networking

Another conference!

.....?

Get involved!

- Become a member of the coalition - interested individuals, businesses, retailers, charities
- Affiliate membership for groups/organisations/charities/Councils who support our aims

Contact:

@BeyondBicycle

beyondthebicycle@gmail.com