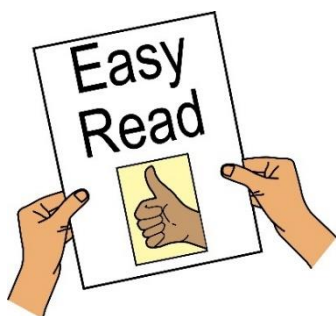


**Wheels for Wellbeing:** We are a charity that supports Disabled people of all ages to enjoy cycling.

## Disability and Cycling 2021 Survey

### Summary of the results



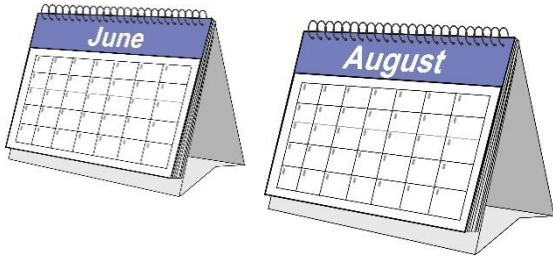
This report is about the results from our National Survey. This was a survey that we carried out to find out about the views and experiences of Disabled cyclists. We carried out this survey in 2021.

This is a summary of the results from this survey. It is written in Easy Read.

In this document we use the word **cycle** to talk about any kind of bike.

Disabled people faced lots of challenges in 2021. We all felt the effects of the **Covid-19 Pandemic**.

# 1. Summary



We asked **245** people to fill in our survey. They filled out the survey between June and the end of August 2021.



The survey had lots of different types of questions. We asked for different types of answers.



For some questions, the person could write down their answers and say what they wanted to.



Just over **8 out of 10** people who answered our survey were Disabled people.



Just less than **2 in 10** people who answered our survey were not Disabled, but supported a Disabled person.



**Nearly 9 in 10** people who answered our survey owned their own cycle. This was most people.



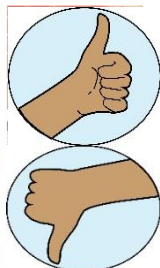
Around **3 in 4** people cycled once per week or more.



Over **7 in 10** people, who did not own a cycle, accessed cycling through inclusive cycling sessions.



The Covid-19 Pandemic and lockdowns affected the lives of Disabled cyclists in lots of different ways.



Around **4 in 10** Disabled people cycled more or started cycling for the first time during the pandemic.

Around **3 in 10** Disabled people cycled less during the pandemic.

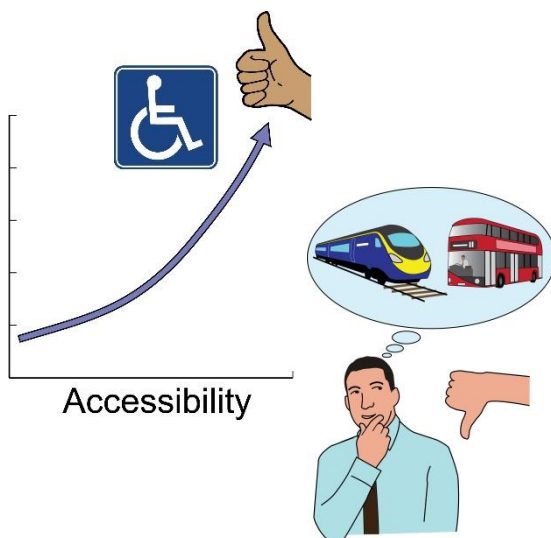


**Here are some reasons that people cycled less:**

- Inclusive cycling centres closed because of the pandemic.



- Some new infrastructure was built during the pandemic. However, this sometimes blocked access to cycling.
- Some cyclists and drivers were aggressive or unkind towards Disabled cyclists. This made people not want to cycle.



**Here are some reasons that people started cycling more or for the first time during the pandemic:**

- The roads were quieter.
- New cycle infrastructure was built and this was accessible.
- Cycling was the only way for some people to get around.

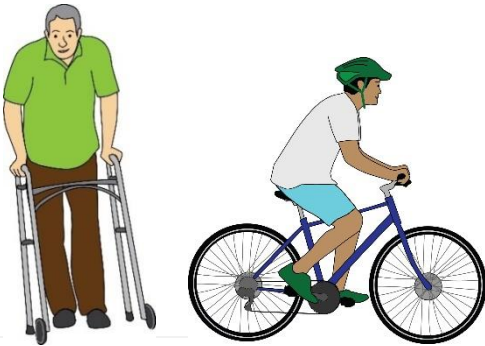




- Cycling was the only way for some people to exercise.

Around **6 in 10** people said that cycling was easier than walking.

Around **6 in 10** people said that their cycle was a mobility aid.



However, people also talked about their experiences of being told that they weren't allowed to cycle in certain places.



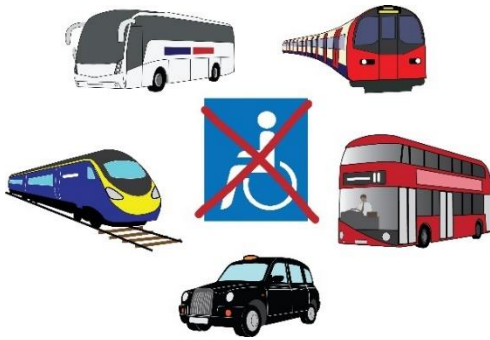
Disabled cyclists faced problems with:

- Staff.
- Security guards.
- The public.
- The police.

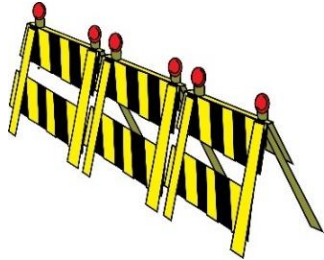


**Here are the main reasons that Disabled people said they cycle:**

- For fun.
- To get some exercise.
- For their mental health.



Around **5 in 10** people said they cycle to get around. People said they are more likely to cycle when trains, busses and trams are not accessible.



**Here are the barriers to cycling that people talked about most:**

- Around **5 in 10** people talked about cycling infrastructure not being accessible.
- More than **3 in 10** people talked about not having somewhere to park or keep their cycle.
- Around **3 in 10** people talked about the cost of cycles.

Some people talked about the cost of making **adaptations** to their cycles.

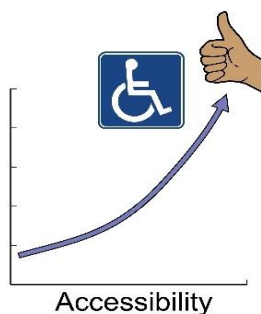
**Adaptations:** here, this means making changes to a cycle so that it meets a Disabled person's needs. For example, making changes to the pedals, seats and handles.



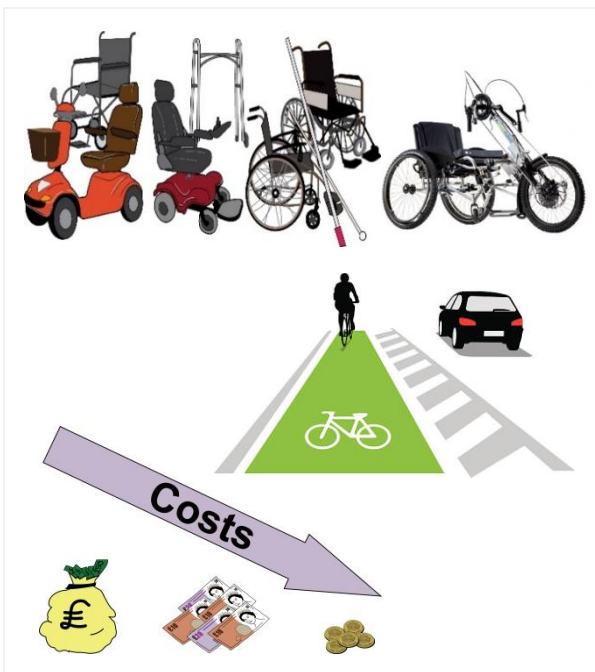
- People also talked about not being able to access cycle hire.
- Some talked about not being able to access inclusive cycling sessions.
- Around **1 in 4** people talked about facing abuse. They talked about people being rude or unkind towards them.
- Around **1 in 4** people said that they were worried about facing **benefit penalties** if they cycled.

**Benefit penalties:** this means when some or all of your benefits are taken away. This happens when the government thinks that you do not meet the right needs to get a certain benefit.

**Here are some of the most important things that made it easier for Disabled people to cycle:**



- Having cycle infrastructure that is accessible for everyone.



- Making it official and clear that cycles are mobility aids.
- Less traffic and less speeding in areas where people live.
- Getting **subsidies** for cycles that have adaptations.

**Subsidies:** here, this means when the government helps to cover the extra costs of a cycle with adaptations. These adaptations must be made to meet the needs of Disabled cyclists.



**Here are some things that people talked about in their written answers:**

People talked about the need to cycle in environments where they feel safe and have support. For example, Disabled cyclists must have access to:



- Special inclusive sessions where Disabled cyclists can take part in an equal way.





- Cycle ways that are protected from road traffic.
- Cycle ways that are not part of the road.
- Quieter streets.

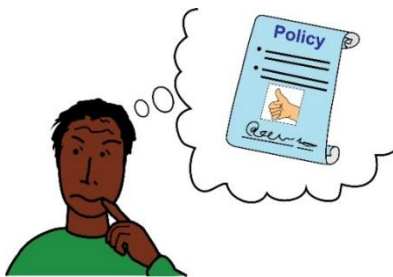
Drivers must also be taught how to be aware of cyclists on the road.

Lots of people also wrote about needing to use their cycles on trams, busses and trains. This helps them to make more journeys.

It's important to remember that some people use more than one type of transport during one journey.

## 2. Our Recommendations

**Recommendations:** in this document, this means actions that we think the government must take. If these recommendations become a reality, cycling will be more inclusive for everybody.



## Recommendation 1 -

We must have cycle infrastructure across the country that is accessible for everybody. This means accessible parking and places to keep cycles too.

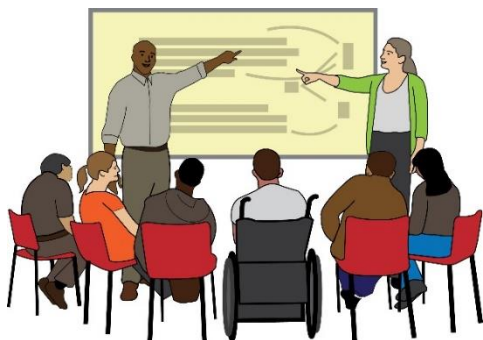
## Recommendation 2 -

We must have policies that will make it easier for Disabled people to pay for cycles. They must be able to pay for cycles that meet their needs. These policies must be brought in quickly.

## Recommendation 3 -

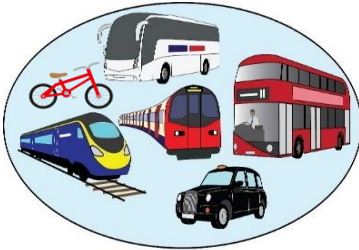
We need more and more safe environments to cycle in. Disabled people must feel supported to cycle in a range of different environments.

**For example, these actions would lead to safer cycling for Disabled people:**



- Running special inclusive sessions.
- Having cycle ways that are accessible.
- Having cycle ways that are protected from road traffic.
- Having cycle ways that are not on the road.
- Taking action to make streets quieter with less traffic and speeding.
- Teaching drivers to be aware of cyclists on the road. It's important to build on the changes that were recently made to the **Highway Code**.

**Highway Code:** this is an official book which sets out the rules around driving. It tells people how to use roads safely.



## Recommendation 4 -

We need it to be clear that cycles are mobility aids for Disabled people. This must be seen as an official fact.

Disabled people must be allowed to use cycles in public spaces and on trams, busses and trains.

Using cycles must not put Disabled people at risk of getting benefits penalties.



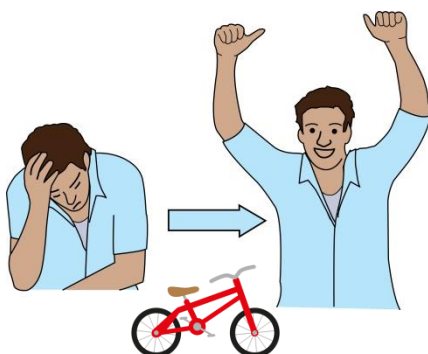
## Recommendation 5 -

Action must be taken to stop people from treating Disabled people in an unkind or aggressive way. We must stand up to **prejudice** and **hate crime** towards Disabled people.

**Prejudice:** this is an idea that people have about a person or a group of people that is not based on experience. For example, people might think that Disabled people can't cycle even though this is not true.



**Hate crime:** this means when somebody commits a crime against a person because of a reason that makes them seem different such as their sex, gender, disability or race.



If action is taken on all of these things, it will have a positive effect on all cyclists, not just Disabled cyclists.

These actions will support people from all different backgrounds to take part in cycling.

These actions will also have a positive effect on the whole community.

For example, there will be less pollution and less traffic. The community will come together more.

More people will feel the positive effects of cycling. They will feel the effects on their physical and mental health throughout their lives.