

Inclusive Cycling

Introduction



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Sustrans and Arup have partnered to explore the topic of inclusive cycling:

- what is stopping people from cycling more
- how this can be addressed in the design of our streets and spaces



Inclusive Cycling

Background: Bike Life

These groups were under-represented when it comes to cycling:

- Women
- Older people (65+)
- Disabled people
- BAME
- Lower socio-economic background

Background: Focus groups



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Why is this important?

- Most people who currently cycle in the UK are male and aged between 17 and 49
- Older people cycle less than any other adult age group
- Older people made up 18% of the UK population in 2017. This is expected to rise to 24% by 2037
- Cycling has the potential to improve health, air quality and congestion
- Cycling helps people reach everyday destinations like community, the shops, etc. and plays a vital role in connecting people and keeping people active

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Focus group - feedback

“In Amsterdam cyclists are seen to have precedent. Cars have to stop and bikes are separate from the road. **Kids being taken to school on bikes and elderly people would also cycle.** No one had fancy bikes – it’s just basic and normal”

“I would use one (an e-bike) as you can cycle so far and then use the electricity – you are still getting exercise but if you get worn out you can come back home”

“I’m frightened to cycle as my reactions aren’t as quick. I can’t pedal as quick and therefore I can’t react and get out of problems or avoid difficulties”

“For me to get on a bike I would have to do a cycling course. I would have to build my confidence up to go on the roads”

1

Having the Confidence and Desire to Cycle

2

Access to a Suitable Cycle and Supporting Programmes

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Focus group - feedback

“It was only recently that I decided to try cycling. When I was a kid I used to really enjoy it. **Apart from going around Trafford cycle lanes when it’s quiet there are also canal tow paths which are very good, but badly lit at night.** So you are kind of limited in what you can do there. I’d like to be able to cycle into town but I’m not risking it”

3

Ability to Cycle
Locally for Leisure

4

Ability to Cycle for
Everyday Journeys,
e.g. To Work, the Shops
and Other Services

“Cycle lanes end too quickly. They don’t last very long, and you’re back on the road again. I think they’re great, because there are segregated cycle paths. They’re safe, but **the fact that they make them run for half a mile is pointless**”

“I don’t like going out on my own when it’s dark... **I feel quite vulnerable getting out and going onto the street**”

“**If they want people to cycle more they need to accommodate them**”

“**Bike lanes are only built for a standard sized bike**”

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Other countries

24% of trips by over 65s in the Netherlands are by bicycle

Over 10% of trips by over 65s in Denmark and Germany are by bicycle



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Recommendations

Stage 1 of the study focused on disability, women and older persons.

There was a large overlap (e.g. there is a higher proportion of older women than men, and more people who are disabled within this age group than in other age groups) and therefore common ground across the different groups, with recommendations falling under three complementary themes.



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Recommendations

Better governance

- Representation
- Views and needs represented
- Culture change



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Recommendations

Improving places

- Plan better routes for all, offering choice for different levels of experience and confidence
- Prioritise active travel over motorists
- Cycle facilities to support this as a mode of transport (e.g. storage)



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Recommendations

Supporting people to cycle

- Access to alternative cycles
- Training
- Promoting cycling



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Next steps

- Understand needs of people from BAME and lower socio-economic backgrounds
- Identify global case studies
- Use study to facilitate discussion and challenge the urban transport sector to think about how we can improve cycling infrastructure to be more inclusive
- Refine and test the recommendations

