

Big Pedal 2021

Cycling for everyone

Worksheet



Instructions

The aim of this activity is to learn about different types of cycles and cycle users, to consider the challenges facing disabled people who want to enjoy the benefits of cycling and how social media could be used by campaigning groups to help get their voices heard.

1. Read information below about the different types of cycles, including adapted cycles, e-cycles, cargo cycles and trailers. Consider the challenges faced by people that wish to use them on existing roads and paths.
2. Research the groups working to make cycling more accessible for disabled people, eg Sustrans and Wheels for Wellbeing.
3. Consider how campaigning groups such as Wheels for Wellbeing could use social media to help get their voices heard.



Classic bicycle

The classic bicycle is often used to get about but comes in lots of different styles. For example, electric bikes can help power you along. Notice how the frame drops down on some bikes making it easier to step over the frame.

Who could this type of cycle be particularly good for?

Anyone who is able to balance and power a bike! Dropped frames are good for those with less mobility such as older people.



Tag-a-long

Tag-a-longs are a type of tandem – a cycle designed for two people. They allow for a child's cycle to be fitted to the back of an adult's bike.

Who could this type of cycle be particularly good for?

Young people who are new to cycling or cycling on roads. It's a great way to build up confidence.



Handcycle

Some cycles are designed to be powered by hand. Handcycles can come as one piece or as a 'clip on' attachment for a wheelchair.

Who could this type of cycle be particularly good for?

Those who have reduced or no mobility in their legs. Anyone who has good mobility and strength in their arms.

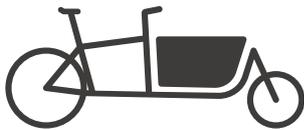


Recumbent

If you use a recumbent cycle, you'll be sitting in a laid-back position with your feet first.

Who could this type of cycle be particularly good for?

A recumbent cycling position may be particularly good for those who want to put less strain on their back, knees and hip joints.



Cargo cycles and trailers

Cargo cycles have a compartment attached, designed for carrying extra things. You can make your cycle into a cargo bike by attaching a trailer.

Who could this type of cycle be particularly good for?

Cargo cycles and trailers are typically used by businesses to transport freight and goods, and also by parents to transport their children.



Electric Cycles

Electric cycles, or E-cycles, provide some electrical assistance and reduce the amount of physical effort required to ride.

E-cycles come in many forms, from the standard, two-wheeled bicycle, to tricycles and cargo cycles!

Who could this type of cycle be particularly good for?

E-cycles are great for anyone who might want to make their journey a little physically easier. They are useful for businesses to transport heavy or bulky items using an electric cargo cycle. They could also be useful for people who have to be careful about the amount of strain they put on their body.

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Inclusive infrastructure research prompts



Cycling for everyone

Together with ARUP – an independent team of specialists working across the Built Environment sector – Sustrans have created a guide to inclusive cycling for everyone.

Here's an extract from that report:

“From my own lived experience of discovering cycling (shared by thousands of others), I cannot stress enough the benefits of making cycling fully inclusive. Experiencing independent mobility and the effect of endorphins, accessing the outdoors etc. is transformational for those of us for whom moving is otherwise a chore. Counter-intuitively maybe, cycling is easier than walking for huge amounts of Disabled people and therefore, a perfect tool for accessing places, people and opportunities of all kinds whilst improving our health and wellbeing.

Having built and catered for one main profile of cyclist for too long (the middle aged male on a bicycle), we have baked-in long-standing barriers to cycling for Disabled people (inaccessible infrastructure, prohibitive costs of equipment, a dearth of expert advice and information etc.). It is time this changed!

Let's bring an end to Disabled people's unwarranted over-dependency on motorised and inactive transport modes. Together let's bring in cycling equality!” **Isabelle Clement, Director, Wheels for Wellbeing**

[Cycling for everyone – A guide for inclusive cycling in cities and towns](#)

Extract from Wheels For Wellbeing website...

According to our latest research, inaccessible cycle infrastructure is the biggest difficulty faced by Disabled cyclists. This is perhaps unsurprising given the kinds of cycles that many Disabled people use, such as handcycles, recumbents and trikes, which are typically longer and wider than standard two-wheeled bicycles – together with the fact that most Disabled cyclists use their cycle as a mobility aid and can't physically dismount and walk or wheel their cycle.

Physical barriers, such as bollards, bridges and kissing gates, pose real and everyday problems that limit Disabled cyclists' ability to cycle where and when they want.

[Wheels for Wellbeing Infrastructure For All](#)