

## APPENDIX 4

Submission by Wheels for Wellbeing

For Southwark Council: Traffic & Transport Themed Full Council Meeting on  
26<sup>th</sup> November 2014

Wheels for Wellbeing is a south London charity helping people to enjoy cycling regardless of disability, health condition or age. We run weekly inclusive cycling sessions in Southwark at Herne Hill veldorome plus led rides, outreach sessions in parks and schools. We work closely with many Southwark based groups including Southwark Resource Centre, Southwark Pensioners Groups and Cambridge House Settlement.

We recently provided input into Southwark Council's cycling policy draft and look forward to working with the council on the final version and implementing it. We are also working with the transport and parks teams to look at creating an inclusive cycling hub in Burgess Park to complement the BMX Track and offer regular inclusive cycling to those for whom the BMX track is not accessible.

We are putting forward this deputation as we want to ensure that cycling in Southwark is for all by removing barriers to cycling so that disabled people, older people and those with limited mobility can all cycle and park their cycle.

The following ten key principles should be taken into account for Southwark Council to develop a cycling policy that is inclusive of all cyclists' needs:

- Disabled people can and do cycle
- It is against the law to discriminate against disabled people when providing cycling services/infrastructure
- Disabled people cycle at all levels: not all disabled cyclists are novice cyclists & inclusive cycling principles apply across all cycling provision from cycle training to super highway.
- The cycle is a mobility aid: for many people cycle who cannot walk nor carry their cycles
- Space is an essential feature for inclusive cycling; cycle lane width, speed control measures, any barriers must allow for tricycles and tandems etc.
- Inclusive cycling requires some pavement and in-door cycling for some disabled cyclists (as a wheelchair or electric would)
- Inclusive cycle parking principles include; spaces for wider and longer cycles, proximity to desired destination
- Trains/tubes/trams are a key part of the inclusive cycling picture – an integrated transport network is crucial to disabled people.
- Inclusive cycle-signage and other visibility issues must be considered for cyclists on lower cycles or with visual impairment
- With an impairment, first trying out cycling can be the biggest hurdle (access to a variety of options and to specialist support is often crucial to getting going).

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