

**London Disability Cycling Forum
Minutes
22 July 2009 at London Southbank University**

1. Present

Belinda Sinclair, LCC
Paul Lowe, CyclingInstructor.com
Janet Paske, Wheels for Wellbeing (chair, minutes)

2. Apologies

Trevor Leinthall, Smarter Travel Sutton
John Simnett, Wizzbikes
Christof Nicklaus, London Sports Forum
Rose Ades, TfL

3. Minutes and matters arising not dealt with elsewhere

BS noted that VN was at the last meeting.

JP had spoken to Rose Ades about a new TfL rep following Veena's move to the Home Office. The area she is working in is facing a cost review and restructure at the moment and there is no-one who can take on this link role in such a pro-active way. RA is now on our distribution list and will field any questions or concerns that we have in relation to cycle training or other things within her remit.

4. Updates from round the table

LCC

a. People with epilepsy

BS raised the issue of a query about cycling with uncontrollable epilepsy raised by a cyclist working for an epilepsy support group.

PL had spoken to the person concerned and had said that his line is that he would follow the guidance for motor vehicle drivers - if a person had had a fit within the last 12 months then that person is not allowed to drive. So CI would not train someone who had had a fit within the last 12 months. He believed that this would meet their insurer's conditions.

JP expressed the view that from an individual's perspective, the questions to ask would be (assuming we are talking about an otherwise capable person):

- does the person have signs to indicate that a fit is about to happen, and if so,
- how much notice is given?

If there are signs, and sufficient notice is given to move off the cycle and get into a safe position (in a clear space, away from the cycle, lying down?) then there is little reason not to cycle. The individual will usually know what a safe position is. The

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length of notice will determine whether the person chooses to ride on quiet roads, busy roads or away from the road eg. in a park.

If there aren't signs and/ or there is insufficient notice, then the person is going to be affected by their fits when they are not cycling so it is worth finding out how they cope in that situation. If a person really wants to cycle, then if another support system can be put in place to catch the person as they are falling and there is sufficient protection for their head/ body, then there is no reason why they shouldn't cycle. A support system might be someone walking alongside them on both sides (requiring the cyclist to cycle no faster than the supporters can cope with). If the person finds balancing difficult when cycling at the supporters' pace, then a 3 or 4 wheeler might suit better. At our Arena sessions we had a participant who has 30-40 fits daily and she wore a special helmet which she and her support workers thought was adequate protection. She had a fit whilst with us but it was perfectly normal for her and she was adequately supported.

Some people think that cycling a 3 or 4 wheeler would be better for people who have fits, but if you are going to fall off, then you are going to fall off. There may be a marginally lower hazard if someone is not on a 2 wheeler but JP thought it insignificant.

b. CCFL applications

There was a good showing of applications from disability related groups in the awards made from the CCFL pot. If you think you have a skill or experience or would like to help out then please get in touch with BS who can advise further. Here are some:

Bede House – Southwark. Project for adults with learning difficulties. It was already going but the funding enabled them to expand and so include more people over a wider range as they now have trikes. This obviously means that those who can't managed 2 wheelers can now join in.

Dysart School , Kingston. Severe learning difficulties. They've now got bikes and a trailer (or will have by Sept) and will be including cycling in the curriculum as a PE activity and also as a potential means of transport for the older and more able kids.

St Philips School, Kingston. Moderate learning difficulties, have already planned cycling into the curriculum as pivot for all lessons. It will be a PE/transport/biology/nutrition/play input for the whole school.

Clarandon School, Richmond. Same as St Philips, but in Teddington.

Orleans Park School, Richmond – have yet to visit this one, but I think that it's either a mainstream school with a special needs element, or its another special needs school, but I'm not sure at what level it operates.

BS is going to work the four schools listed above as independent elements of a self supporting block that works from the disability perspective and reaches towards mainstream, rather than the otherway round. That area of London is quite well serviced for potential cycle friendly services such as Kingston – lots of cycle routes in the urban areas – Richmond Park around Chessington, and if she can help them build a network around their own needs, they can obviously encourage family participation etc. Also, as they're outer London boroughs, they have different transport/recreation needs from the more

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inner city areas, and certainly for the kids with lesser special needs (perhaps literacy or info processing led) it does give them an opportunity to develop an alternative means of getting around and so access employment opportunities.

Frank Barnes School, Primrose Hill. Working with the Met Police (Regents Park). The police have already got the peripherals to this going – they've learnt sign language, have built good relationships with the kids, got trained as cycle instructors, invented a character to head the project (I think he's called Barry and he's a hedgehog) and have paved the way for cycling role models to be bigged up in the school. Some of this will come through stuff I've got them from the Tour de France and some of my cycling contacts. The cycling will start in Sept. The Met has also supplied bikes which we are revamping as pool bikes which will give them more opportunity than the special bikes that they might need to buy.

Triangle Project, Wandsworth. Mental health resource centre – more for people who have issues as opposed to needing treatment, and the cycling bit will help them learn to develop social relationships and get them out etc.

Cycling Instructor

PL mentioned that CI has been receiving an increased level of interest in cycle training from special schools. He has someone from a local special school attending his next instructor training.

He suggested that the Forum write to all special schools about cycling. **Action**

He also reported that the Assistant Instructor Status is going live from 1 August. People with this status will need only to attend a 2 day course and can work under the supervision of a fully qualified instructor. It will be a useful mechanism to increase staffing for many disability related projects where people do not have the time for a 4 day course and the follow up.

PL also explained that all groups in London, provided they have the support of their local borough, should be able to get all their instructor training costs covered. There is a bursary from Cycling England (check http://www.bikeability.org.uk/professionals/instructor_bursaries.php). You should be able to get a top up from the Road Safety Officer at your local council who will need to ask TfL to meet this additional cost from their LIP funding.

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JP reported the existence of guidance on data sources, strategies and funding sources in a recently published document by Pro-active Central London (the local representative of Sport England). It is targetted at groups of all sizes and with all levels of fundraising experience. You can find it at <http://www.pro-activecentrallondon.org/page.asp?section=00010001000600030002§ionTitle=Investing+in+Sport+%26+Physical+Activity>

5. Sustrans Greenways prospectus

Matt Winfield, the Greenways manager at Sustrans, would like our support for their Greenways prospectus which they will be using with potential funders.

Wheels for Wellbeing

Action: JP to write letter confirming our support, with some ideas for strengthening the document to reflect better the needs of some disabled people.

6. Promoting ourselves

Unfortunately our application to the CCFL was rejected. BS reported that it was deemed to be more of a publicity exercise rather which would not get more people cycling in the short term. As a consequence we do not have money for fliers or a banner or for a survey of cyclists to identify those people who are already cycling and who could inspire others.

Website

Oliver Schick has agreed to develop a website for us. It is in development. You will know as soon as it is there.

Action: OS to finalise.

7. Events

a. Special Olympics

There was no one to report on how this event went on 7 June.

b. Liberty

Although some people thought this was a good event for us to attend, others believed it had an arts/ drama/ culture focus rather than sports. Given also the lack of capacity for people to attend this event we agreed that we would not support it.

c. Mayor of London's Skyride

Action: JP to contact Claire Davis@GLA.gov.uk on what is being put in place for disabled people at this event.

d. Paralympics

Action: chase TfL / other for contact on what is being put in place for disabled people

8. TfL

a. Veena

Veena has now moved on to the Home Office. Thanks for her support and guidance whilst she was with us.

b. Disability Equality Scheme

JP had been in touch with Rubina Hassanali, the policy and research manager at Group Equalities, to get an update on the consultation process for the DES for 2010 - 2012. The DES is a statutory requirement which is a powerful way of making sure that the needs of disabled people are taken seriously so it's good that we are being involved in this. The 2006-9 DES did not refer to cycling at all. We sent over a series of questions to be considered by the people putting together the list of questions to be asked of senior TfL managers. The deliberations and recommendations of the question and answer session are being written up and will form the basis of the consultation document. This will be launched at the Disability Capital event in

September (24 and/ or 25). It would be good if we had some members at that event. JP has invited the head of Equalities to our next meeting so he can hear directly from us what we think about how TfL supports current and potential disabled cyclists.

9. Checklist of issues we would like to pursue

- Survey of existing cyclists to use as basis to inspire others and to estimate numbers cycling already in London
- Write to all special schools
- Talk to Borough Cycling Officers Group and get disability on their agenda

10. Next meetings

Oct 22 1830 - 2030. We hope that TfL's Head of Equalities will come to consult on their DES (see above).

12 Jan 2010 1830 - 2030