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**The Mayor's Transport Strategy: a response to Transport for London**

Dear Sir/Madam

I am responding to the Mayor's Transport Strategy (MTS), writing on behalf of the London Disability Cycling Forum. Our comments will also hold good for supporting older people to cycle.

The Forum is an informal network of people involved in supporting disabled people to cycle. Members include groups representing people with specific impairments such as the [Royal National Institute for the Blind](#). Key stakeholders are the [London Sports Forum for Disabled People](#), the [London Cycling Campaign](#) and yourselves, [Transport for London](#). It is driven by providers of cycling services to disabled people and any disabled person is welcome to be involved. You can find out more about the Forum at <http://www.wheelsforwellbeing.org.uk/index.php/lcdf/> including our terms of reference.

The MTS provides a framework for improvements to London through transport initiatives. Our aim is to include within the MTS framework, suitable provision for disabled cyclists, such that this provision is embedded within policy. In this respect, there follows a list of amendments we request, throughout the MTS, giving due regard to the needs of cyclists with disabilities.

If you have any queries please get in touch with me or with Janet Paske (Chair, London Disability Cycling Forum, [janet@wheelsforwellbeing.org.uk](mailto:janet@wheelsforwellbeing.org.uk))

Yours faithfully

John Simnett  
On behalf of the London Disability Cycling Forum

Following:

- a) Clause by clause amendments to the draft strategy document. Our requested changes in blue.
- b) Response to Stakeholder Questions

## Comments in relation to the MTS (London Disability Cycling Forum)

### Policy 9(b)

We would like this policy clarified as follows:

b) The design and layout of development sites maximise access on foot, cycle and to public transport facilities, for example, via safe walking and cycling routes and provision of secure cycle parking. [Provision should be made for cycling equipment used by disabled cyclists.](#)

**Policy 11:** The Mayor, through TfL, and working with the DfT, Network Rail, train operating companies, London boroughs and other stakeholders, will seek to reduce the need to travel, encourage the use of more sustainable, less congesting modes of transport (public transport, cycling and walking and the Blue Ribbon Network), set appropriate parking standards, and through investment in infrastructure, service improvements and promotion of smarter travel initiatives and further demand management measures as appropriate, aim to increase public transport, walking and cycling mode share. [Provision should be made for cycling equipment used by disabled cyclists.](#)

**167** Finally, the Mayor has made it a particular priority to improve the quality of Londoners' overall daily travel experiences whether as drivers, pedestrians, cyclists, [including disabled cyclists](#), or public transport users.

### Chapter 5, Proposal 10:

Congestion relief schemes such as those at King's Cross/St Pancras and the proposed scheme at Victoria can go a long way to relieving the problems. However, these schemes are expensive and disruptive, take time to deliver and ideally need to be linked with increases in onward dispersal capacity. Encouraging more onward trips by walking and cycling is a quick and cost-effective way to free-up capacity on the Underground and buses, and ensure that limited space on these services is used more effectively. Better streets, better information provision and better facilities for cyclists, such as bike parking will help, [with provision for disabled cyclists](#). The strategic interchange concept, improving and encouraging interchange at stations away from the central London termini, would also help onward dispersal (see proposal 46).

### Proposal 11 (clause 281):

- Cycle parking to basic standard and monitoring regime at every station within two years, [that includes facilities for specialist cycles used by some disabled cyclists](#)

**417** The increasing numbers of mobility scooters used by mobility impaired people for trips in London should continue to be supported through an accessible street environment and targeted enhancements with regard to the safety of all road and pavement users. [Due regard should also be given to specialist cycles used by some disabled cyclists.](#)

### Proposal 45

b) Improved walking and cycling facilities at, and on routes to, public transport stations and stops, [due regard being given to specialist cycles used by some disabled cyclists.](#)

### Proposal 50

The Mayor, through TfL, and working with the boroughs and other stakeholders, will provide support, including sharing best practice, to enable and empower boroughs, employers, schools, community [and disability](#) groups, other organisations and individuals to deliver the improvements necessary to create a cycling revolution in London.

### 5.12.4 Raising awareness and “mainstreaming” cycling

464 “Mainstreaming” cycling is vital if a broader cross-section of Londoners, [including disabled Londoners](#), are to be persuaded to start and continue cycling....

**Proposal 52**

The Mayor, through TfL, will work with the DfT, boroughs and stakeholders to raise the profile of cycling [for all](#) using information and behavioural change measures.....

**5.12.5 Improving cycle infrastructure, cycle training and safety**

469 A comprehensive cycle training programme for school children, [both disabled and non-disabled](#), complemented by life-long cycle training options, will help address safety concerns and embed the right behaviours from a young age.....the Mayor will introduce measures to encourage novice cyclists to make the most of London’s wealth of parks, open spaces, the river and canal network. This will include the provision of a network of Greenways and activity to promote cycling for leisure purposes as a “first step” for many. The Mayor will encourage park managers to facilitate cycling and to welcome cyclists to their green spaces, [for example through the provision of cycle schemes offering a wide range of cycles for people of all ages to try](#).

**Proposal 53**

The Mayor, through TfL, and working with the boroughs and other stakeholders, will deliver improvements to cycling infrastructure and training to support the cycling revolution, including:

a) the London Cycle Hire Scheme in 2010 in central London. [Future developments will include the provision of trikes as well as bikes](#).

....

d) Cycle hire schemes and cycle superhighways introduced elsewhere, particularly in outer London, if the initial schemes are successful. [Schemes offering people, especially older and disabled people, an opportunity to try out a range of cycles in green spaces will also be encouraged as a taster to get them cycling once more](#).

.....

**5.12.7 Integrating cycle provision with development (clause 476)**

476 Land use planning can be used to promote cycling in two principal ways. At a practical level, it can require that cycling is considered in all developments, [including the needs of disabled cyclists](#).

**Proposal 56: add a new bullet point as follows:**

- [Embeds the provision of suitable facilities for cyclists with impairments within all planning applications](#)

**Proposal 57: add:**

[...due regard to be given to the needs of cyclists with impairments](#).

**In the section: Case Study of Cycle Parking on the Shadwell DLR there is no statement of provision of facilities for cyclists with impairments: there needs to be a minimum provision for tricycles and, ideally, a variety of 2, 3 and 4 wheel cycles.**

**Proposal 104:** The Mayor, through TfL, and working with the London boroughs and other stakeholders, will enable and support the development and mass market uptake of low carbon road vehicles (including electric vehicles) through, for example, the delivery of infrastructure required for the distribution of alternative transport fuel sources, including electric recharging points by 2015. [This should include provision for the recharging of electric bikes and trikes](#).

**Stakeholder questions**

**Encouraging more cycling and walking**

A range of proposals are set out in the draft strategy to bring about a cycling revolution. Please give your views on the measures proposed and the top priorities. Please also describe any other measures that you think should be included in the strategy which would encourage more cycling.

For many disabled people, cycling provides an opportunity for mobility where they feel the same sense of freedom and ability to travel from A to B as anyone else. The range of disabilities is huge: from people with Parkinson's to Cerebral Palsy. Unless the requirements for these individuals are spelt out within this strategy document, it is unlikely that many of the required facilities will be made available.

**Types of cycle:** the range of cycles used by disabled cyclists generally falls into the following categories: bicycle, trike, recumbent, tandem, handcycle. These can be 2, 3 and even four-wheeled cycles. Whilst it is recognized that there will always be some restrictions for some people and some cycles, improvements in some key areas will make a significant difference. Most are very low cost and others are low cost if incorporated into building or infrastructure changes that are occurring for other reasons e.g. road refurbishment, new buildings (commercial and private), at railway stations. For example, whilst implementing EV points, if these are positioned with regard to electric trikes, they increase their usage. If secure ground locking facilities are embedded close to regular cycle racks, then trikes and other cycles can be locked, without disrupting other cyclists, or requiring every cycle rack to be wide enough for a trike.

These are key areas we would like addressed:

- Space to park a tricycle
- Road cambers to be minimized close to the curb
- Street furniture placed to allow access along cycle paths
- Cycle paths to be wide enough for a tricycle, without forcing the rider into the gutter
- Posts, pots and other items placed to restrict width access for cycles, but also stock trikes: remove
- Cycles used by disabled people to be recognized as disability vehicles
- A more understanding attitude to the taking of cycles by disabled people onto trains, through both policy and training of public transport staff.

We would like to see more emphasis on information and proposals for encouraging and supporting disabled people to cycle embedded into the document throughout. People with impairments should be included as a target group for meeting modal shifts in cycling and provision made for the same.