



RESTAT

Recognition of Skills to Transform
Accessible Tourism



MODULE 3

Accessible Bike Tours

Adaptive recreational cycling Training manual

UNIT 1: Bike-riding is a Right

PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

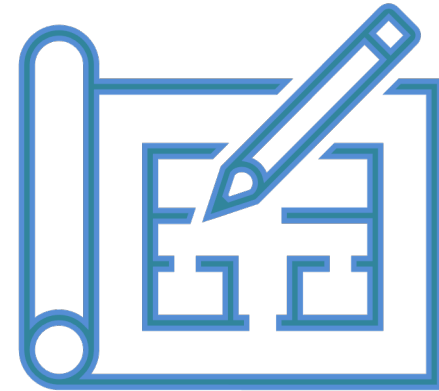
Co-funded by the
Erasmus+ Programme
of the European Union



Unit Outline

Bike-riding is a Right

- 1.1. “Disability is not inability” – a Ghanaian example
- 1.2. Health-benefits of cycling for people with limited mobility
- 1.3. Accessible Cycling Infrastructure
- 1.4. Thinking beyond the bicycle



PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Co-funded by the
Erasmus+ Programme
of the European Union





RESTAT

Recognition of Skills to Transform
Accessible Tourism

1.1. “Disability is not inability”

- A Ghanaian example



- Life story of **Emmanuel Oforu Yeboah**, a Ghanaian cyclist born with only one functioning leg
- **Yeboah** triumphed over the assumed destiny as street beggar and rose to international fame pedaling 400 miles around the sub-Saharan nation



Cycling is a type of Sport apt for people with physical disability!

PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Co-funded by the
Erasmus+ Programme
of the European Union



1.1. “Disability is not inability”

**Conventional
Social Belief**

vs.

Reality

*Disabled people:
unable/ unwilling to
cycle*

*Cycling is a useful
Mobility Aid*



Figure 2: Facts and Stats on UK Disabled Cyclists (WheelsforWellbeing, 2019)

PROJECT CODE: 2018-1-IT01-KA202-006891




The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.



RESTAT

Recognition of Skills to Transform
Accessible Tourism

1.2. Health-benefits of Cycling

FIELD	BENEFITS
	<ul style="list-style-type: none">- Provides a gentle workout- lowers the risk of developing chronic diseases- Triggers the body to produce endorphins and stay active longer
	<ul style="list-style-type: none">- Provide sense of autonomy and independence- Improve socialization with outdoor activities- Reduce opportunity loss due to physical barrier
	<ul style="list-style-type: none">- Participate in green initiatives- Decrease use on fueled vehicles for private transport

PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Co-funded by the
Erasmus+ Programme
of the European Union



1.3. Accessible Cycling Infrastructure



What is Accessible Cycling Infrastructure?



... when it can accommodate not only non-disabled cyclists but also cyclists with their mobility aid and/or non-standard cycles

PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Co-funded by the
Erasmus+ Programme
of the European Union



1.3. Accessible Cycling Infrastructure

Example: *Dutch cycling infrastructure*



- *Extensively present*
- *Highly safe*
- *Wide enough*
- *Very Inclusive*

PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Co-funded by the
Erasmus+ Programme
of the European Union



1.4. Thinking beyond the bicycle

- A case study

The Beyond the Bicycle Coalition (London, 2017)

The Social model of Disability:
“a person is disabled by the society, rather than his/her impairment of health condition”

PROJECT CODE: 2018-1-IT01-KA202-006891

The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein.

Case study: thinking 'beyond the bicycle'

In 2017 a group of people in London got together to form the Beyond the Bicycle Coalition – an alliance representing users of non-standard cycles including Disabled people, those using cargocycles, cycles being used for freight and families.

By meeting on a quarterly basis and maintaining regular contact via an online Slack group, the Coalition has acted as a forum for facilitating discussion and developing ideas that will lead to improved infrastructure, facilities and recognition, along with reduced user costs, for users of non-standard cycles.

To date, the Coalition has been successful in helping to shape the debate around cycling during the 2018 local elections, as well as influence the transport policies of London Borough councils. As well as acting as a forum for users of non-standard cycles, the Coalition works on a case-by-case basis to prevent the installation of access control barriers where they prohibit use by larger cycles.

By working collaboratively with local councils, cycling campaign groups, cycle suppliers and business the Coalition has helped to raise the profile of Disabled, freight and family cyclists in London and promote the common cause of users of non-standard cycles.

The Coalition believes that cycle infrastructure and networks that meet the needs of users of non-standard cycles will, by default, be accessible to *everyone*.

