



**RESTAT**

Recognition of Skills to Transform  
Accessible Tourism



# **MODULE 3**

## **Accessible Bike Tours**

### **Adaptive recreational cycling Training manual**

#### **UNIT 5: Design an Inclusive Biking Tour**

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## 5.1. Inclusive design criteria

### Case study: inclusive cycling hubs

In 2016 a large-scale bike share scheme was set up in Portland, Oregon (USA) with the support of Nike. However, just weeks before its launch a local politician voiced concerns that the scheme excluded Disabled people, as it did not include any non-standard cycles.

The local transport authority subsequently revised its plans and decided to expand the scheme to cater for Disabled cyclists. One year later, in July 2017, [Adaptive Biketown](#) was born.

The scheme rents out cycles for people with a range of disabilities, including tandems, handcycles and tricycles, and aims to increase access to cycling for all Disabled people. It is run by the Portland Bureau of Transportation, in conjunction with a local non-profit disability organisation and a cycle shop specialising in non-standard cycles.

*Adaptive Biketown, Oregon, USA*



Non-standard and disabled cyclists are still far from well-represented in public transport or leisure activity.

In order to encourage them to take to cycling, it is the society's responsibility to provide inclusive design and facilities. The fundamental ones to be presented in this section include: Cycle Path and Cycle parking.

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## 5.1 Cycle path



The first step is to alter the mindset that associates cycling to only two-wheeled bicycles an able-bodied cyclists. The first step is to alter the mindset that associates cycling to only two-wheeled bicycles an able-bodied cyclists. Instead, we should adopt the awareness to make cycle networks step-free, barrier-free and spacious.

An exemplary design can be seen from the Dutch Cycling Infrastructure video (Unit 1.3.)

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## 5.2. Cycle parking

Parking for non-standard cycles are still absent in many parking facilities. Insufficient parking plays a big role in discouraging people with disability to take to a biking tour, not because they cannot cycle but due to inaccessible cycling-related facilities.

Sometimes when such parking facilities are available, they are not so clearly marked so that people can recognize them immediately.

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## 5.2. Cycle parking

As we can see from the photo on the right, the supportive stands are also made lower compared with those useful for two-wheeled bicycles (half-height stands). It is due to the fact that most non-standard cycles are self-standing, and that those exclusively reserved parking cannot be used by two-wheeled bikes



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## 5.3.1 Ciclyng tips

Being disabled should not be a barrier to enjoying cycling and there are a number of options available to suit many types of disability including those with learning difficulties and people suffering with arthritis: bicycles fitted with stabilisers; tricycles, that have the option of a supported or recumbent seat; handcycles; bicycles made for two...

These are available in a number of different material types and women only saddles, that take into account the wider pelvis, are also available.

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## 5.3.2 Ciclyng tips

Cycling is also available to people who are ***blind or visually impaired***, thanks to **tandems** (whether *side-by-side* or *fore to aft*). In the case of a fore to aft tandem, to be successful the front rider, usually known as the pilot, needs to have good vision, agility and patience. The rider who sits behind, usually known as the stoker, is required to have energy, a sense of adventure and trust

### **For mobility-impaired riders**

If you suffer from neck, back or knee pain, saddle sores, or hand or foot numbness, a good bike seat should be level, so it is able to support your full body weight, and allow you to move around on the seat if need be.

Other common cycling complaints include neck pain, often the result of riding a bicycle that is too long or handlebars that are too low, hand pain or numbness, this can be tackled by using padded cycling gloves and by riding with your elbows slightly bent as straight elbows take direct blows from bumps and any uneven road surface.

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