

**Independent Disability Advisory Group****Thursday 4<sup>th</sup> March 2021****14.30 to 16.30**

<b>Attendees</b>	
[REDACTED]	IDAG Member (Chair)
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member
Simone West	D&I Team
Karen Venn	D&I Team
Stephanie Groot	
Stephanie Pathak	
Simon Scarf	
<b>Apologies</b>	
[REDACTED]	IDAG Member
[REDACTED]	IDAG Member

1. [REDACTED]

[REDACTED]

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2. [REDACTED]

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### 3. Cycle Parking Design and Security Standards

The first draft of the guidance was circulated with the following key areas suggested for a review by IDAG members. There will be the opportunity for people to contribute again later the guidance.

- 1.6 Absolute Requirement: Access routes to cycle parking
- 1.7 Layout
- 1.9 Absolute Requirement: Adapted Cycles, Cargo Cycle and Electric Cycles
- 2.2 Inclusive and Accessible Design
- 4.7 Specialist Cycle Parking
- 7.1 Quantity

The following points were raised: -

#### 1.6 Absolute Requirement:

- Access routes to cycle parking. Naturally, lighting on access routes should follow BS 5489, yet no additional information is provided for lighting at stands. Part 9 (code of practice on road lighting) Lighting for town and city centres and areas of civic importance perhaps? Perhaps the cycle parking guidance should recommend the provision of additional, direct, lighting at stands?
- Some of the racks are not very user friendly, therefore they don't get used they are often in dark areas and not well signed, having shelters for racks to make them more attractive.

This is something we are looking at in terms of our own guidance to make the experience more attractive.

#### 1.7 Layout

- Tapping bars at stands would help visually impaired people long cane users as well as being useful for alternative types of cycles. Interested to know why these were left out. It could be good to have it illustrated within the guidance too - like this illustration online of a Sheffield stand with tapping bar.

Agree this is something we have in our guidance so will point this out in our feedback.

- Look at the installing seating nearby, allows for people to recharge once they have docked. There is a need for more accessible seating and of course in a well-lit and sheltered location.
- Some disabled cyclists have to wear specific kit and seating could be useful if they need to make changes to their outfit.
- Majority of disabled users will use a standard bike and not an adapted bike.

However, they may need space to easily mount and dismount. They will benefit from good lighting, clear layout, non-slippery floor etc. Crowded parking conditions could make it more difficult for many disabled cyclists. Important to not just think about adapted cycles.

#### 4.6 Clear signs and markings

- This seems to favour users finding the cycle parking and customer help point and does not consider visibility for those with reduced sight operating both in ideal and unideal conditions (rain, glare). Cycle parking can be a hazard and enough visual indication must be given to denote this.
- The RSSB report (T321 – Wayfinding at stations) was published around 2005. This seems to be difficult to find and is not often reference in actual design standards. The chances of individual operators adhering to this guidance, which is by nature difficult to find, seems low. The cycle parking standards should therefore be clearer on how cycle parking should be identified and that such can act as a safety measure for visually impaired people.
- Certain areas within this guide are very prescriptive in a way infrastructure industry led and that can be restrictive.
- The guide mentions accessible inclusive design and accessible design. Valuable opportunity to define what is meant by Inclusive Design, it doesn't address it properly in the document and it could be a real good learning opportunity, glossary of terms and what those terms mean and what they imply.
- In the guide there is reference to safety and security but nothing about access and inclusion. Relevant staff, departments, people mentioned in being consulted in layout and design don't include equality and inclusion more about crime officers, should include that D&I people are consulted as well
- Encouraged that these standards don't just confirm to what is legal opportunity to raise the bar for best practice.
- People behaviours can be different to what is expected and that some people may not store their property in the right place.
- Use of photos, different solutions that is going to relate to the environment, what good looks like, real issues from an access point of view,
- Wheel ramp parking - disabled, and non-disabled people don't often use these. Cargo Bikes are often used by non-disabled people.
- Standards go above and beyond what is legally required, use of space for adapted bikes with a wider space between racks should be restricted for those bikes only. In some locations, there may be an argument for providing more spaces as they may also get used by families, people with cargo bikes etc.

Photos and format have not been decided yet but will include the comment about the ramp.

**4. AOB**

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