# ABSTRACT SUBMISSION FORM

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| Paper details | This presentation explores the needs of a wide variety of cycletrail users, including those who do not use conventional bicycles. As the population ages there will be a greater proportion of people living with disabilities. We need to design infrastructure with this in mind. | | | |
| **Paper title**  **(limited to 6 words)** | Successful Cycle-Trail Infrastructure for All | | | |
| **Overview of presentation** (300-word maximum)  The NZ Cycle Trails and other scenic routes are now very much part of our tourism offerings for visitors and ideal ways for New Zealanders to enjoy their own country. Support for cycling infrastructure has moved to the mainstream in most urban communities, where people and local government work together to provide opportunities for safe active modes of transport, creating healthy liveable cities.  These cycle paths provide exciting tourism opportunities for active wheelchair users who are based in New Zealand or who visit from overseas. Trails are used by wheelchair athletes out on their triwheel bikes or handcycles every day, practising for their next Triathlon. Parents in wheelchairs cycle with their kids to school or commute to work wheeling along cycle-ways.  However, not all cycle-ways work well for cyclists who hand-cycle from their wheelchairs. The way in which trails are designed makes a huge difference to whether they work for all in the wider community. An inclusive design of cycle trail does not need to cost more than the rather limited versions we see in many locations. Cycle-ways that don’t work for them can leave wheelchair cyclists literally stuck.  Does this matter? We think it does!  This presentation will cover:  • Cycle path design details that make a trail work for all  • Why we think this is important – who might be using cycleways in the future and what vehicles/mobility equipment might they use?  • A recently developed App: Sensibel, which uses photos to detail accessibility features and challenges on all major NZ tourist and urban cycle paths.  • We will have with us handbikes, recumbent hand cycles and an Ogo, so delegates can see the present possibilities and challenges in this area. | | | | |