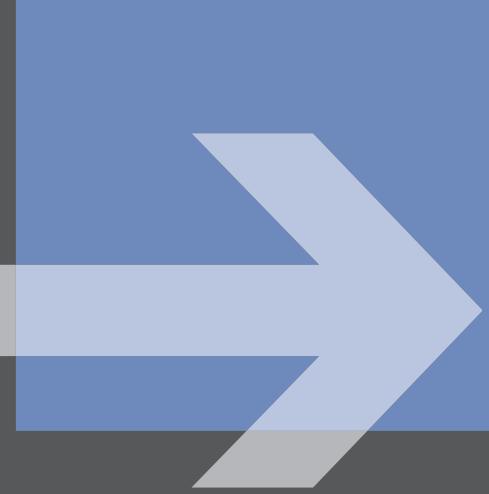




# INCLUSIVE & DISABILITY CYCLING IN YORK

A report to City of York Council.



BY JOHN SKELTON  
**YORK CYCLE CAMPAIGN**  
JULY 2021



# YORKCYCLE CAMPAIGN

This report has been compiled to address the issues of disability cycling and identify barriers and hazardous locations which either prevent or deter disabled cyclists from enjoying the same freedoms as able-bodied cyclists travelling in and around York's cycle network.

A large number of specific areas of concern requiring improvement are listed in Appendix A. these areas of concern clearly demonstrate the need for improvement to prevent unnecessary, avoidable and illegal discrimination against disabled cyclists.





- 1 About the author 4
- 2 Disability cycling 5
- 3 Types of non-standard cycle 6
- 4 Equality & Cycling 7
- 5 Design for Inclusive Cycling 8
- 6 Temporary Cycle Routes 10
- 7 Cycle Storage & Parking 11
- 8 York Footstreets 12
- 9 Transporting non-standard Cycles 12
- 10 Action Required 13
- 11 Appendix A- Non-compliant infrastructure in York 14



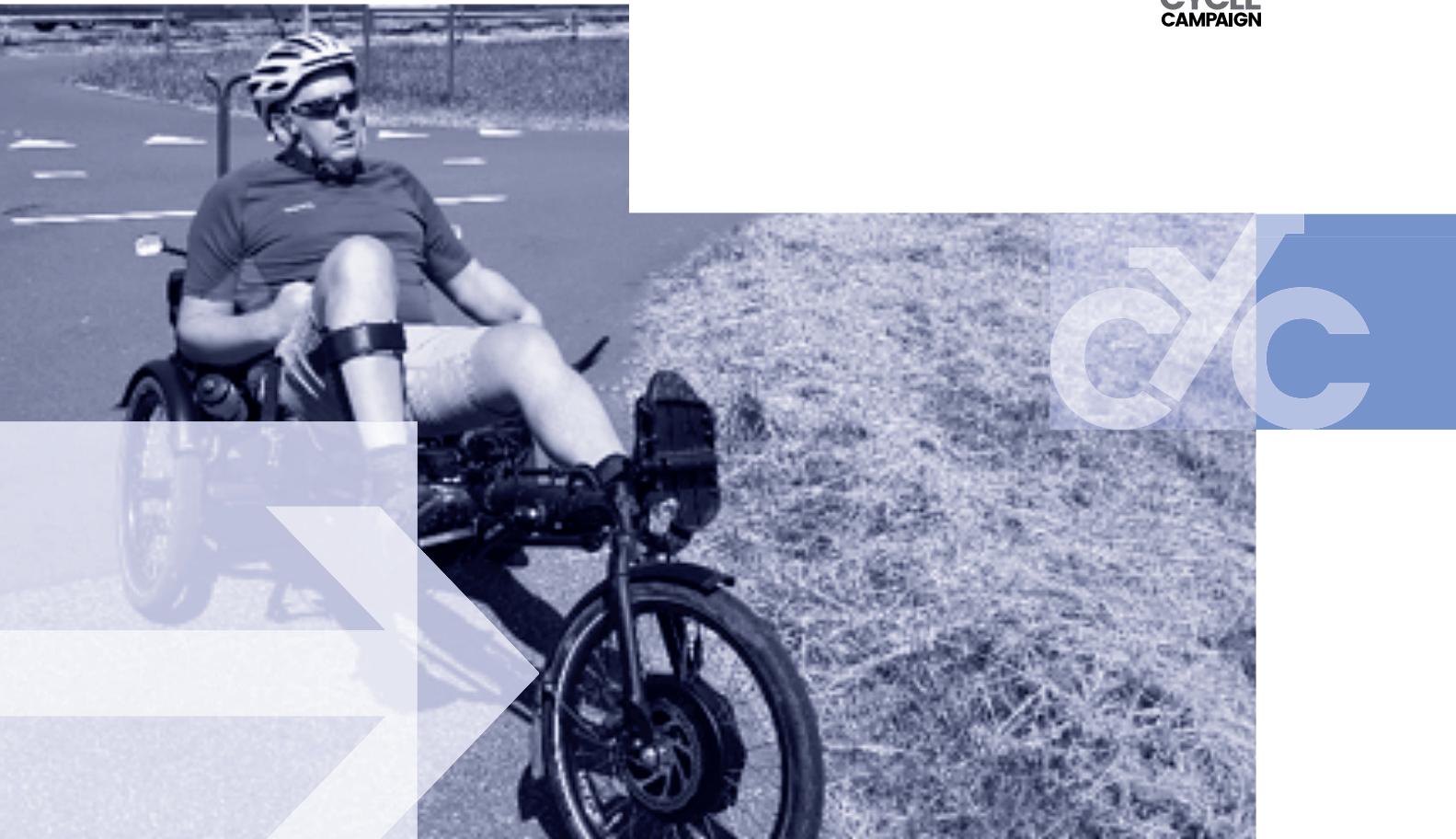
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# About the author

John Skelton is a lifelong York resident and cyclist. John suffered a life-changing Stroke in 2014 leaving him with severe mobility impairment, paralysed in the left arm and leg and suffering chronic pain & fatigue. Faced with the prospect of being house-bound, John decided that a return to cycling could provide both freedom and improved health. John cycles for health and rehabilitation as well as for work, leisure and holidays. John has cycled widely in the UK and Europe and has many and varied experiences of cycling post-disability. Much of this report is derived from John's own personal experience and difficulties he has found in cycling around York and from hearing the experiences of other disabled cyclists.

Returning to cycling post-disability has resulted in huge improvements to John's physical and mental health and allows him the freedom to travel and work independently, meet new friends and have a more fulfilling life.

*Surveying cycle infrastructure in Netherlands.*



## ② Disability cycling

It is a common myth that Disabled people don't or can't cycle. Many people I meet are surprised that I am a cyclist. According to Transport for London (TfL), in London 12% of disabled people cycle regularly or occasionally, compared to 17% of nondisabled people.

Based on the ONS estimate of 5% there are likely to be around 40,000 disabled people in York. Using TfL's figure of 12% equates to **4800 disabled cyclists in York** and 34000 non-disabled cyclists in York. Accepting this basis, disabled cyclists make up **14%** of the cycling population

In York we are lucky to have specialist disability cycling shops providing expert guidance as well as the sale and hire of non-standard disability cycles. We also have inclusive cycling groups (eg. York Bike Belles) taking people out and encouraging disability cycling. British Cycling operate a disability cycling hub at York Sport to introduce and help disabled people into cycling which is a safe space for disabled people to get into cycling and gain confidence to venture out in public. These factors, combined with York's relatively flat and easily-cyclable terrain, means that there is likely to be a higher number of disabled cyclists in York.

Many disabled cyclists use a non-standard cycle, these vary in type/style and are commonly larger and wider than a standard 'bike' they are generally heavier and take more space to manoeuvre.

Unlike able bodied cyclists, many disabled cyclists are unable to simply 'get off and walk' when encountering unexpected barriers, obstacles and restrictions.

Due to limb weakness, many disability cyclists use electrically assisted cycles which allow hill-climbing and greater distances to be covered.

Cycling can improve mobility and aid recovery, particularly for people with limb weaknesses and neurological conditions.

Cycling for people with a visual impairment is done in tandem with a sighted pilot at the front to guide. Tandem cycling is a great way to keep healthy and stay fit, as well as being a sociable activity allowing people to travel sustainably and enjoy the natural environment.

**Unlike able bodied cyclists, many disabled cyclists are unable to simply 'get off and walk' when encountering unexpected barriers, obstacles and restrictions.**

### More information on visually impaired cycling can be found at:

<https://britishblindsport.org.uk/membership/bbs-sports/cycling/> and

<https://www.welovecycling.com/wide/2018/09/19/cycling-when-you-are-blind-or-visually-impaired/>

*Disabled and adapted cyclists with York Cycle Campaign assessing York's cycle infrastructure*



## ③ Types of non-standard cycle

<b>Handcycle</b>	Most usually a trike, often used by paraplegic with no or very limited walking ability. Can be upright or recumbent or attachment to wheelchair
<b>Upright Trike</b>	Probably the most common, used by persons with weakness in any or all limbs or with balance problems.
<b>Recumbent trike</b>	Persons with upper and lower limb weakness/hemiplegia/ spinal injuries, may have limited or no walking ability.
<b>Tandem Trike/Bike</b>	Persons with limited leg, or no leg movement or walking ability, and partially sighted people with an able bodied companion/carer/supporter.
<b>Wheelchair Trike/Bike</b>	For persons wheelchair bound with a companion who does the cycling.
<b>Multi-seater/Twinbike</b>	Riders sit side by side – wide and will not fit though most barriers.
<b>Clip-on</b>	Handcycle or powered front wheel attachment to a wheelchair effectively turning it into a trike.
<b>Stabiliser Bike</b>	'Adult' stabilisers attached to a standard bike.

### EXAMPLES OF CYCLE TYPES



This list is by no means exhaustive and given the wide range of non-standard cycle, they differ widely in size/dimensions. But, as a general guide, dimensions tend to be in the range of 1.0-1.5m wide and up to 2.5m length with a turning circle of 3.0m. Design should allow for a single manoeuvre in forward gear without multi-point turns as most disabled cyclists have difficulty reversing without assistance

LTN 1/20 table 5-1 sets out the relevant design guidance.

#### Further examples can be seen at:

<https://wheelsforwellbeing.org.uk/types-of-cycles>

## ④ Equality & Cycling

York Cycle Campaign supports the guidance and policy provided by **Wheels for Wellbeing**, the UK's leading campaign and knowledge base for disability cycling:

<https://wheelsforwellbeing.org.uk>

Under the Equality Act 2010, disability is defined as a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on a person's ability to do normal daily activities.

According to the Office for National Statistics (ONS), **one in five** people in England and Wales currently have a disability. This is the reality of being a Disabled person in the UK:

→ Disabled people are twice as likely as nondisabled people to be **physically inactive**, resulting in shorter average life expectancies.

→ The majority of Disabled people are **elderly** (and therefore at greater risk of developing health conditions).

→ Disabled people tend to be **more reliant for day-to-day travel on driving or being driven**, either by door-to-door services, such as community transport services, or by taxis and private car hire

→ Disabled people are much more likely to be **socially isolated** and have smaller support networks than non-Disabled people

Inactivity and social exclusion are harming disabled people's physical and mental health, which in turn puts added pressure on the National Health Service (NHS).

Moreover, a growing dependence on private car hire adds to vehicle emissions and harm to the health of the whole population and does nothing to decrease sedentary living.

Cycling, on the other hand, could dramatically improve the lives of many disabled and older people. **It is in the interests of everyone** – disabled people, government, local authorities,

the NHS and society as a whole – **that every effort is made to ensure that cycling is made as inclusive as possible.**

Duty is placed on public bodies and others carrying out public functions to ensure that they consider the needs of all individuals in their day to day work under the **Public Sector Equality Duty (PSED)**. It covers a number of protected characteristics such as age, race and disability.

The Equality Duty's purpose is to help public bodies consider how different people will be affected by their activities and to ensure this forms part of their policy and decision-making processes. It applies to all public authorities named in Section 19 of the Equality Act, including government departments, health bodies, local authorities, transport authorities, schools and the police.

When implementing and/or developing a cycling or transport strategy, local authorities must always take into account the needs of disabled people as cyclists. This could mean, for example:

→ Ensuring cycle infrastructure is designed to accommodate the needs of disabled cyclists and the dimensions of non-standard cycles (e.g. not installing bollards set too closely together)

→ Ensuring the needs of disabled cyclists are taken into account when considering the installation of cycling facilities (e.g. allocating a proportion of cycle parking spaces to users of non-standard cycles)

→ Ensuring an adequate visual representation of disabled cyclists in relevant policy documents, guidance and communications (e.g. increasing the number of images and photos of non-standard cycles)

→ A rigorous Equality Impact Assessment must be undertaken for all new cycle infrastructure development to ensure that the needs of disabled cyclists are met.

**Inactivity and social exclusion are harming disabled people's physical and mental health, which in turn puts added pressure on the National Health Service (NHS).**



## ⑤ Design for Inclusive Cycling

Local Transport Note 1/20 (LTN 1/20) has highlighted the requirement for inclusive design and accessibility at the centre of its guidance. It sets out the much higher standards that are now expected for cycle infrastructure and highlights the past failings caused by cycleway obstructions and poor access control measures which are now strongly discouraged. With this in mind and the need to create more space for cycling.

### IN THE INTERESTS OF EQUALITY, THE EXISTING CYCLE INFRASTRUCTURE SHOULD BE IMPROVED TO COMPLY WITH LTN 1/20

**Camcycle** (Cambridge Cycle Campaign) has led in this field and put together the following policy statements which have been adopted by **York Cycle Campaign** as applying equally to York:

#### 1. Cycleways must be kept clear of dangerous obstructions

Street furniture on cycleways obstructs them and is a collision hazard, especially in poor light. This includes sign poles, lighting columns, utility cabinets, bins and trees.

- Street furniture should not obstruct the cycleway, but be located on a verge alongside the cycleway, with any vertical obstruction at least 0.25m away from the edge of the cycleway and ideally 0.5m or more, in accordance with Table 5-3 of LTN 1/20. If street furniture cannot be moved, then the cycleway should be realigned to take a different route.



New Lane to Stafford Way cycle path to avoid busy roads/junction. Inaccessible due to offset barrier (worsened by dog waste bin placed inside barrier)

#### 2. There must not be access controls on cycleways unless

Many shared-use paths and cycle tracks already have access controls: bollards, chicanes, barriers or gates to prevent unauthorised use by motor vehicles. They obstruct the cycleway, making the experience of cycling less safe and less agreeable. Access controls are not always needed: many cycleways in the region have operated for years without access controls.

- Access controls should be introduced only if there is a current and evident need for them.
- Where access controls are already installed on cycleways and there is no current and proven need for them, or they are causing an obstruction, they should be removed.



Inaccessible barrier on the approach to Nunnery Lane from Scarcroft Lane

#### 3. Any necessary access controls must allow the cycleway to be accessible to people of all ages and abilities, on all types of cycle.

Poor access control infrastructure can reduce the usability of a route for everyone and may exclude people riding non-standard and larger cycles. The access control used must match the context. For example, a cycle route through grazing land and an off-road shared-use path will need different access controls. If access controls are causing an obstruction, they should be removed.

- Cycle access to grazing land should be controlled by cattle grids, not gates. The cattle grid should be designed for use by cyclists, with bars close together and a surface finish to make them less slippery when wet. They must be at least 1.5m wide to allow all types of cycle to pass. On busy cycleways two cattle grids should be provided to allow for simultaneous two-way traffic.



Access control at the Eastern end of Walmgate Stray

- Bollards are often the most suitable access control method for people of all ages and abilities on all types of cycle. The bollards must be placed in a single row, with gaps of at least 1.5m between them. If the cycleway is wide enough then use an odd number of bollards to provide an even number of gaps of at least 1.5m each. This allows cyclists to pass in both directions without being forced into conflict. If the cycleway is not wide enough to allow a pair of 1.5m gaps then use two bollards, with a single gap of at least 1.5m between them.



Bollards at Western end of Millennium Bridge

- Where access control is temporary or on a wide road, planters or other similar barriers may be used to control access. Planters must be maintained in good condition without protrusions or sharp edges.

Chicanes have been used as access controls in the past, but should not be used any more, and should be changed to a policy-compliant solution at the earliest opportunity. Chicanes are difficult to cycle through, especially for those riding non-standard and larger cycles. Chicanes can cause particular difficulties for cyclists carrying children on child seats because they find it harder to manoeuvre. Chicanes often cause conflict between path users (such as oncoming cycles, or between cyclists and pedestrians), are inconvenient, and reduce the capacity of the path. In addition, a chicane just

before a junction may cause the rider to become preoccupied with navigating the chicane and distract them from the hazard just beyond it.

- Summary Principle 16 in the Local Transport Note 1/20 states "Access control measures, such as chicane barriers and dismount signs, should not be used" (p12).



Offset barrier/chicane preventing access from Straylands to Malton Road (to avoid busy junction)



Cyclists Dismount sign and chicane barriers Scarborough Bridge

- Hazards on cycle routes should be mitigated by proper route and junction design, not by placing obstacles such as chicanes in the path of cyclists.

It is impossible to exclude motorcycles without also excluding legitimate cycleway users using non-standard and larger cycles. Barriers used to prevent motorbike access may also block legitimate non-cycling users such as pedestrians with double-buggies or those using wheelchairs or mobility scooters. The possibility of motorcycles using a cycleway does not justify harming legitimate cycleway users.



A tricycle attempting to negotiate the bespoke footplates installed at one of the entrances to Hob Moor

- Access controls designed to exclude motorcycles, such as A-frames, K-frames and "kissing gates", must never be used. Sinusoidal humps have been used successfully to deter motorbikes from speeding along cycleways. The sinusoidal profile of the humps minimises the discomfort for legitimate path users such as disabled cyclists who may be using adapted cycles with less shock absorption capability.

- If the use of a cycleway by people on motorcycles is found to be a persistent problem then the appropriate remedy is enforcement, not physical barriers that cause problems for legitimate cycleway users.

- Accepted design envelope consists of a 1.3m width by a 2.5m length. This standard is taken from the London Cycling Design Standards.

## ⑥ Temporary Cycle Routes



Temporary cycle infrastructure must be accessible to people of all ages and abilities, on all types of cycle.

Sometimes it is necessary to provide temporary cycle infrastructure (whilst repairs are being carried out or utilities being installed for example). When this occurs cyclists should be provided with a clearly signed diversion route that is accessible and of an equivalent comfort and safety and comparable distance to the original route.

- Cyclists should not be asked to dismount in order to bypass roadworks.
- 'Cyclist dismount' signs should not be used.
- If the diversion route results in cyclists having to join the main carriageway of a road then appropriate measures must be taken to ensure cyclists have priority over vehicles, such as 'Do not overtake cyclist' signs and 20mph speed limits.



'Do not overtake cyclists' sign on Castle Mills Bridge

- LTN 1/20 assessment tools should be used to assess temporary diversion routes and every effort should be made to ensure that diversion routes are LTN1/20 compliant.



When temporary cycle provision is created it is essential it still meets suitable guidance, such as the 1.5m width requirements

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## ⑦ Cycle Storage & Parking

Currently there are very few, if any cycle parking facilities designed to accommodate non-standard cycles in York. Almost all cycle parking stands (e.g. the Sheffield Stand) are intended for use by standard two-wheeled bicycles and are generally placed too close to each other to fit a three-wheeled cycle between them.

Specially allocated spaces for non-standard cycles could be installed within existing cycle parking facilities. These spaces should be accessible, step-free and wide enough to accommodate all types of non-standard cycle. They should be clearly signposted, with signage denoting that these spaces have been reserved for non-standard cycles, and monitored. They should also stand out in some way so as to differentiate from other cycle parking (e.g. with the use of ground markings, symbols, different coloured paint on stands).

Most non-standard cycles are either self-standing (tricycles) or have a stand (cargo bikes). For such cycles a half-height, longer length stand, which is both low enough to prevent a standard two-wheeled bicycle usefully leaning against it, but at the same time is no lower than half-height (as some people will have difficulties bending down) could be used. Such cycle parking bays should be built in groups, be well-marked, well-lit and preferably sheltered, in order to reduce misuse and tripping hazard.

In addition some ground fixings in longer, wider spaces could also be provided. However, these will not meet the needs of some people with limited leg/foot control, or who cannot bend to the ground, and so should only be in addition to lower stands.



*Allocated disabled parking space closest to entrance  
University of York*

Existing public cycle parking could easily be adapted. e.g. where there is a row of Sheffield stands one or both ends could be labelled as a disabled space without the need for expensive alterations. It is acknowledged that this is difficult to enforce and relies on the goodwill of other cyclists to comply, within the local cycling community we can be confident that such goodwill exists.

Cycle storage units, such as lockers and hangers, often exclude disabled cyclists because they are too small to accommodate the dimensions of non-standard cycles. Having access to step-free, safe, secure storage facilities is vital for disabled cyclists. Many existing cycle storage units could be adapted or retrofitted to accommodate larger cycles.

In new developments, there should be a requirement to provide a proportion of disabled cycle parking spaces in much the same way as disabled car parking is provided.

Non-standard cycle parking should be provided at public transport hubs, York Station, Park-and-ride and other major bus stops (Piccadilly, Rougier St. Exhibition Sq. etc.)

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## ⑧ York Footstreets

Cycling is prohibited in York City Centre during footstreet hours, which is basically all day. Disabled cyclists are routinely challenged by Police and enforcement officers. City of York Council has confirmed:

"This (disability cycling) is not permitted as the Traffic Regulation Order for the footstreets prevents access by all vehicles, including bikes, between 10.30am and 5pm (permanent order) or 8pm (temporary order linked to Covid measures). Nationally, only mobility scooters and wheelchairs are considered as a mobility aid, although, there are groups campaigning to change the law on this matter. Bicycles or similar vehicles used as a mobility aid are not currently exempted from these restrictions but, as previously noted, this is under consideration through the City Centre Access and Parking Strategic Review, which is to take place in the summer of 2021. Officers are currently gathering information on other urban areas where such a scheme has been trialled or considered."



*Cyclists on Deangate which is the only cycling route within the city walls on the Eastern side of the river.*

It is acknowledged that cycling is not permitted in the interests of pedestrian safety and amenity, but that cannot be allowed to be at the cost of disability discrimination.

Many disabled persons use cycles as a mobility aid, preventing such use is discriminatory and unlawful. City of York Council must update or amend these regulations and provide appropriate guidance to police and enforcement officers.

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## ⑨ Transporting non-standard Cycles

Being larger and heavier than most cycles, transport of trikes and cargo bikes is problematic. You can't take a non-standard cycle on any public transport to and from York.

Trikes will fit inside some large estate cars, vans or trailer. But many, if not all disabled people would have difficulty lifting their cycle into a vehicle independently.

Due to these transportation difficulties it is important that longer distance cycle routes are accessible to allow 'inter-city' travel. e.g. with effort, the 80km from York to Hull (opening up the ferry to

Europe) can be cycled on a fairly flat route by cycling on the York-Selby cycle route and joining the Trans-Pennine Trail (TPT) from Selby to Hull. But, on the TPT there are a number of cycle barriers making this impossible. So with some improvements, international travel from York is possible allowing disabled cyclists real-life experience of the exemplar inclusive and safe cycling experience in Holland!



*TPT approaching Hull ferry port (with mate for lifting over barriers)*

10

# Action Required

The Council must acknowledge that Disability cycling plays an important Role in health, wellbeing and sustainable transport and benefits the whole of society.

## the Council must review disability and inclusive cycling in York

The barriers to disabled cycling outlined in this report clearly demonstrate that the needs of disabled cyclists in York have not been considered fully by City of York Council resulting in discrimination and clear breach of the Equalities Act 2010 and Public Sector Equality Duty.

To prevent Legal action to remedy these problems, and possible claims for compensation, as well as the consequent reputational damage the [Council must review disability and inclusive cycling in York](#) and implement a programme of removing barriers and making improvements to allow disabled cyclists the freedom enjoyed by the rest of society.

### **Any review should encompass:**

- ⚠ Removal of inaccessible barriers
- ⚠ Provision of adequate space for safe cycling and turning
- ⚠ Provision of safe road crossings with adequate visibility
- ⚠ Provision of appropriate public cycle parking for non-standard cycles.
- ⚠ Provision for disabled cycle routes and parking in new developments
- ⚠ Disabled cycling in York Footstreets
- ⚠ Collaboration with neighbouring Local Authorities and public transport providers.
- ⚠ Promotion and funding of disability cycling.

Any review should be carried out in consultation with appropriate bodies, local and national interest groups.



## ⑪ Appendix A – Non-compliant infrastructure in York

Spreadsheet schedule of barriers to Non-Standard Cycling in and around York

REF	ROUTE		ROUTE TYPE	BREACH	REASON	REMEDY	PHOTOS
	from	to					
1.0	StrayLands Grove	Malton Road	signed local cycle route	not accessible by non-standard cycle.	offset barriers and path too narrow to pass.	remove offset barrier. Widen path. Cut back vegetation	
2.0	New Lane	Stafford Way/ Huntington rd.	signed local cycle route	not accessible by non-standard cycle.	offset barriers both ends	remove offset barriers	
3.0	Haxby Road New Earswick	outer ring clifton moor	signed local cycle route	not accessible by non-standard cycle.	offset barriers both sides of bridge	remove offset barriers	
4.0	Outer ring path	clifton moor	signed local cycle route	central refuge too small cyclist in danger on v.busy road.	central refuge to small	increase size of refuge.	
5.0	Outer ring path	clifton moor	signed local cycle route	no visibility for recumbent cycle.	visibility obscured by vegetation	remove & maintain vegetation.	
6.0	Clifton Moorgate	estate road (B&Q)	signed local cycle route	not accessible by non-standard cycle.	path adjacent to roundabout/ lights too narrow, routesignage confusing.	increase width of path and improve signage	
7.0	Estate Road (B&Q)	Manor Lane	signed local cycle route	not accessible by non-standard cycle.	offset barriers both ends	remove offset barriers	
8.0	Manor Lane	Manor Lane	signed local cycle route	not accessible by non-standard cycle.	offset barrier at eastern end	remove offset barrier	
9.0	Shipton Road (minor)	Shipton Road (A19)	link between local route to NCN	not accessible by non-standard cycle.	offset barrier	remove offset barrier	

REF	ROUTE		ROUTE TYPE	BREACH	REASON	REMEDY	PHOTOS
10.0	Jubilee Terrace	Riverside Path	signed local cycle route	not accessible by non-standard cycle.	Moped Barrier and hoop	remove hoop	
11.0	Nunnery Lane	Scarcroft Lane	signed local cycle route	not accessible by non-standard cycle.	Moped Barrier and hoop too low to access	remove hoop	
12.0	Bishopthorpe Road	Sim Balk Lane	NCN	not accessible by non-standard cycle.	timber offset barrier on path	remove barrier or widen space between barriers	now removed?
13.0	Bishopthorpe Road	Sim Balk Lane	NCN	not accessible by non-standard cycle.	relocatable barrier on Racecourse Access road too narrow	remove barrier or redesign junction.	
14.0	Uni Sports centre cycle path	Main Street	signed local cycle route	not accessible by non-standard cycle.	offset barrier & footway railing too close to turn	remove or widen/replace barrier	
15.0	Science Park path	Windmill Lane	signed local cycle route	difficult access for non-standard cycle	offset barrier at northern end	remove or widen/replace barrier	
16.0	Field Lane	Osbaldwick Link Road	York Outer Orbital	dangerous junction crossing A1079	Poor visibility, traffic speed, dangerous road surface	redesign route and major road crossing.	
17.0	Ashley Park Road	Hempland Lane	signed local cycle route	dangerous for all cyclists & pedestrians	path too narrow. Inadequate guardrail to bridge	widen path and replace bridge.	
18.0	Stockton Lane	Heworth Green	on-road cycle lanes	dangerous for slow & disabled cyclist	traffic entering roundabout from Malton Road at excessive speeds	traffic calming ahead of roundabout.	

## ⑪ Appendix A – Non-compliant infrastructure in York

Spreadsheet schedule of barriers to Non-Standard Cycling in and around York Cont.

REF	ROUTE		ROUTE TYPE	BREACH	REASON	REMEDY	PHOTOS
19.0	Kingsway West, Thanet Road & Green Lane	Tadcaster Road( via Hob Moor)	signed local cycle route	inaccessible ramp/A Frame barrier and offset barriers not accessible by non-standard cycle.	barriers spaced too narrow for non-standard cycle, ramps inaccessible. Radar key pass-gate not accessible for non-ambulant.	remove or widen barriers and remove ramps	
20.0	Acaster Lane	Planets Cycleway	NCN/Sustrans route	not accessible by non-standard cycle.	narrow brick-wall offset and steep access inaccessible by non-standard cycle	remove brick walls. and grade slope	
21.0	Naburn Lane	Planets Cycleway	NCN/Sustrans route	not accessible by non-standard cycle.	steep and narrow path	widen path and grade slope.	
23.0	Broadway	York University Sports centre	local cycle path	not accessible by non-standard cycle.	A frame too narrow. Pass gate inaccessible to non-standard cycle	remove or widen barrier.	
24.0	York University Sports centre	Main Street					
25.0	Bootham	Southbound	painted on-road cycle lane	hazardous for trike/non-standard cycle	lane too narrow (<1.0m)	widen lane and/or provide permanent segregation	
26.0	Gillygate	Westbound	painted on-road cycle lane	hazardous for trike/non-standard cycle	lane too narrow (<1.0m)	widen lane and/or provide permanent segregation	
27.0	Rawcliffe Bar	Poppleton	shared cycle/foot path	hazardous for trike/non-standard cycle	Lane too narrow(<1.2m) non standard cycle cannot pass pedestrian/cyclist on busy 60mph A road	Widen Bridge to accommodate cycle path or consider separate cycle/pedestrian bridge over river & railway.	

REF	ROUTE		ROUTE TYPE	BREACH	REASON	REMEDY	PHOTOS
28.0	Askham Bar	Copmanthorpe	NCN	not accessible by non-standard cycle.	gap at top of ramp too narrow for trike and turning too tight	widen access to min.2.0m to allow access and safe turning.	
29.0	Front Street/Gale Lane	Acomb Green	kerbed on road right-turn cycle refuge	not accessible by non-standard cycle.	lane too narrow and radius too tight. Risk of being trapped dangerously into carriageway.	redesign with widened lanes/radii	
30.0	Knapton	Rufforth	off-road cycle path	not accessible by non-standard cycle.	motorcycle' hoop barriers	remove barriers	
31.0	Bad Bargain Lane	Derwenthorpe (new burnholme cycle link)	off-road cycle path	not accessible by non-standard cycle.	road kerbs blocking route at derwenthorpe end	install drop-kerb crossover	

