



# AGM 2021

Time for a short break before the AGM  
Starting again at 8:10pm

  
**YORKCYCLE  
CAMPAIGN**



# Events

## Ghentifying York & AGM

Talk from Filip Watteuw, Deputy Mayor of Ghent

## Cycling to Freedom

Joint ride with Empowered People

## Kidical Mass

Mass ride with especially for children

## Clean Air Day Protest Ride

Protest ride attended by over 80 riders

## Together We Cycle

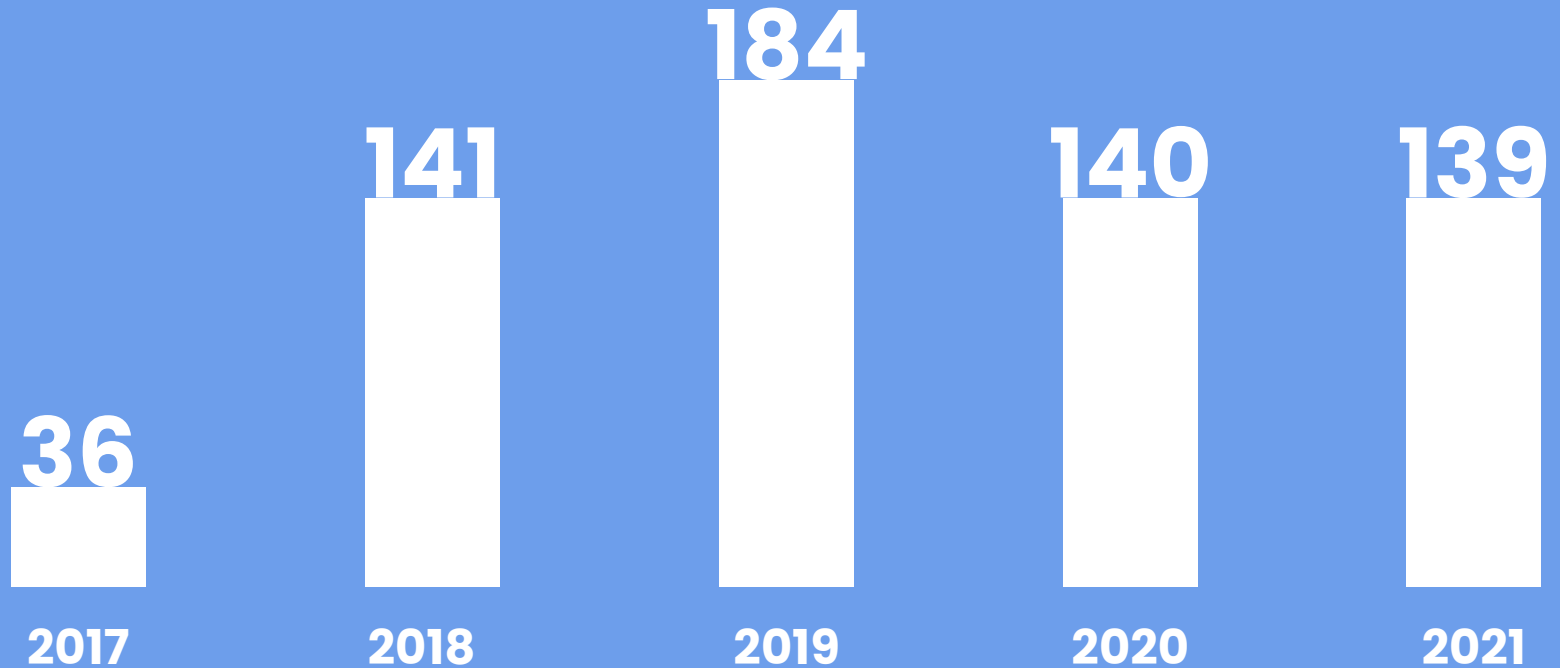
Joint film screening with YoCo & Cycle Heaven

## Cycling in a Medieval City

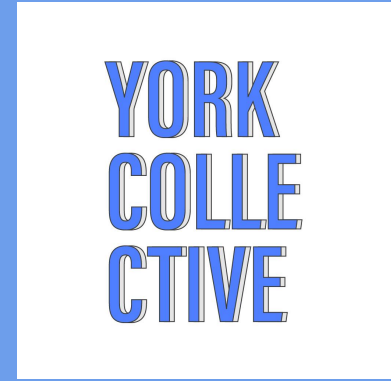
Talk from Simon Munk, Infrastructure Campaigner from London Cycle Campaign



# Membership



# Corporate Supporters



Pryors

COLLECTORS

WWW.PRYORS.CO.UK

CC

YORK  
CYCLE  
CAMPAIGN

WWW.YORKCYCLECAMPAIGN.CO.UK

69370

Y08 XYR

2A

**SAFE PASSING  
SAVES LIVES**

LEAVE AT LEAST 1.5M

2M AT MORE THAN

30

#SafePassYork

@YorkCycle

@Pryors



# Representation

York Outer Ring Road dualling

Leeman Road

St. George's Field development

City centre cycle parking

COP26 ECF letter

YDRF Blue Badge access



# Campaigning

Active Travel funding

Piccadilly masterplan

Cycling levels decline

Late night station access

Rialto House (former Mecca Bingo)

Bootham Park

North Yorkshire PFCC elections

Barriers to accessible cycling

Clementhorpe flood defences

City centre access

Dunnington route



# INCLUSIVE & DISABILITY CYCLING IN YORK

A report to City of York Council.

# Special Report

## Looking into accessible cycling in York

This report has been compiled to address the issues of disability cycling and identify barriers and hazardous locations which either prevent or deter 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.



• 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 bollards are wide enough they 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 bollards are not wide enough to allow a gap of 1.5m gaps then use two bollards, with a single gap of at least 1.5m between them.

• Summary Principle 16 in the Local Transport Note 1/20 states 'Access control measures, such as chicanes, barriers and demand signs, should not be used' (27).

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

• 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 cyclists using non-standard and larger cycles. Barriers used to prevent motorcycle access may also block legitimate non-cycling users such as pedestrians or those using wheelchairs or mobility scooters. The possibility of motorcycles using a cycleway does not justify banning legitimate cycleway users.

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

• A proposed design envelope consists of a 2.1m width by a 2.1m length. This standard is taken from the London Cycling Design Standards.

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

• Access controls designed to exclude motorcycles, such as 'Access gates' must never be used.

• Should a barrier have been used successfully to deter motorcycles from spending long periods in the cycleway.

• The unbalanced profile of the hump minimises the discomfort for disabled cyclists who may be using adapted cycles with less shock absorption capability.

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Based on the DfT estimate of 0%, there are likely to be around 40,000 disabled people in York. Using 17% figure of 12% equals to 4800 disabled people in York and 3400 non-disabled cyclists in York. Accepting this basis, disabled cyclists make up 4% of the cycling population.

In York we are likely to have specific disability cycling shops providing expert guidance as well as the use of and that of non-standard disability cycles. We also have inclusive cycling groups like York Bike Belong being people out and encouraging disability cycling. British Cycling operates 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 cycleable 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 may be in 'step' style and are commonly larger and wider than a standard 'low' step. 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.

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.

More information on visually impaired cycling can be found at <https://cyclinguk.org.uk/membership/the-visual-impaired/> and <https://www.britaincycling.com/white/2018/08/18/cycling-when-you-are-blind-or-visually-impaired/>

Disabled and adapted cycles with York Cycle Campaign assessing York's cycle infrastructure.

## ② Disability cycling

It is a common myth that Disabled people don't or can't cycle. Many people I am 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.

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# Consultations

Naburn Marina

Traffic light renewal schemes

Tadcaster Road

A59 villages

Bootham junction

York Minster neighbourhood  
plan

My City Centre

Navigation Road LTN

Coppergate contraflow



# Successes

Gritting and cleaning of cycle routes

Cyclist diversions during roadworks

Review of barriers

Navigation Road

Council appointing active travel officer, Greg Morgan

Coppergate contraflow



# Finances

## Opening Balance

£1932.91

## Income

Membership

£1050.00

Corporate

£270.00

Donations

£141.50

**Total Income**

**£1461.50**

## Expenditure

Communications

£413.20

Event costs

£218.88

CTC subscription

£82.00

Go cardless

£17.50

Paypal fees

£49.38

**Total expenditure**

**£731.58**

**Balance of October 2021**

**£2662.83**



# Committee Positions

Chair

Secretary

Treasurer

Policy lead (1 or 2 people)

Campaigns lead

Press lead

Membership engagement

Recruitment lead

Without portfolio

# Members: we need you!

Ward representatives

Policy and infrastructure group (develop a vision, respond to consultations/planning applications)

Press team

Campaigns team (events etc)

Membership engagement team (newsletter etc)

Recruitment team