



Vicky and CeCe in Scarborough
Below: Kell had a trailer and a bike seat for Atlas for the Route YC trip



out the front door and keeping everyone moving is enough of a challenge to make these trips feel worthwhile.

Adult learning-disabled or physically disabled cyclists may be riding with support workers who are not necessarily keen cyclists themselves. Equally, families who are venturing out for the first time with their offspring in tow may find themselves feeling more cautious than they did when they were riding as adults with no dependents. The way to help all these folk feel welcome and supported is for route creators to give as much information as possible in their route guides.

At a basic level, route planners could highlight the traffic-free sections, along with providing a description of the ground conditions and any gates, tight corners or off-camber sections that riders will encounter. The next level of information

would be to add details of car parking, refuelling points (from basic shops to cafés). The gold standard of planning would cover all this and then highlight public toilets and specialist Changing Places Toilets (changing-places.org/find). The dream has to be for route planners to include adaptive cyclists or family cyclists in the planning and testing process.

France, where cycling is a more common mode of transport and recreation, has maps and websites showing its cycle tracks (bit.ly/cycle-voie-vertes-map). Across the country is a network of routes that are graded by colour and description to help cyclists choose where they'd feel most comfortable riding.

HOW TO DO IT

This is the trickiest bit, I think. Adaptive cycles and good-quality trailers are not cheap, and it's not always easy to know what works best for you and your crew. When we first rode together on the Rebellion Way, I was towing CeCe. While towing an adult-size young person on a heavy trailer is a physical effort, the mental load was greatly reduced as I had complete control of her safety.

Likewise, Kell and Phoebe's little ones were tucked up in trailers. By the time we rode on the Route YC this year we'd added Phoebe's seven-year-old daughter, Sabine, riding independently; Kell's son Atlas was

CeCe's ICE trike

CeCe rides an ICE Adventure recumbent trike with 20-inch front wheels and a 26-inch rear wheel. The trike has elastomer suspension for the front wheels and the rear triangle. The handlebar can be adjusted forwards or backwards to suit the rider, and CeCe has both front brake cables attached to a single lever on the left-hand side.

In addition, she has a parking brake on the rear wheel, which means that we can keep the trike stationary when she gets on and off – vital for a rider with balance issues. These trikes are highly suitable for disabled riders but they're not exclusively for those with disabilities or impairments. [See p62-63.]

The tadpole format, with two wheels at the front, means that CeCe is able to judge gaps and choose her lines better. She knows what her widest point is and has a clearer idea of where it will fit. The larger rear wheel does a good job of rolling over and through most obstacles.

Aside from the stability of the ICE Adventure, it was the Shimano Steps EP8 motor combined with the Enviolo automatic gear hub that sold the trike to us. Just like an automatic gearbox on a car, it takes full control of what gear the rider is in and changes to make sure that they keep to their preferred cadence. If CeCe is tired, we simply reduce the cadence so she's not trying to spin her legs so fast, and let the Enviolo hub and electric-assist motor do more of the work.

While the trike is long and wide when it's fully set up, the clever 'flat twist fold' means that when you release a lever on the central frame, it folds in half and the rear wheel lies flat on top of the front wheels (you remove the seat first). Suddenly a trike that previously required a van to be transported can be packed in the rear of a regular car

More information at icetrikes.co.