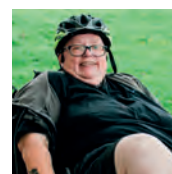
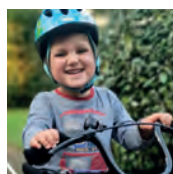


THREE WHEELS GOOD



Trikes make cycling accessible to all. [Sarah Washbrook](#) and [Karen Darke](#) tell their stories, while [Jordan Scott](#) and [Amanda Brobyn](#) spoke to [Martin Hofschroer](#)

Trikes come a wide range of different designs. While many are also suitable for able-bodied riders, they work particularly well for cyclists with disabilities

WHEN CYCLING ON TWO WHEELS is impractical, a tricycle is usually the best solution. Trikes cater for a much wider range of riders than standard upright bicycles. They come in a host of different designs: uprights, recumbents, semi-recumbents, tandems, delta (one wheel at the front), tadpole (two wheels at the front), electric assist, hand-cranked, wheelchair carrying, wheelchair clip-ons... With a trike, anyone and everyone can enjoy cycling.

The uptake of trikes for adaptive cycling is limited by their low public profile and relatively high cost. Speciality cycles like trikes are expensive and disabled cyclists may have additional financial pressures. That's where projects like Cycling UK's Inclusive Cycling Experience can help, by enabling would-be cyclists to discover and try out solutions that best suit them.

The best ambassadors for adaptive cycling, of course, are the riders themselves. →



CW from top: Andy Catlin, Paul Campbell, Robyn Furtado, Morever