

LETTERS

This month Bulls and rights of way; light fixing; remembering WW1; inclusive cycling; Cuban touring; headphones; and drivers

GET IN TOUCH

WRITE TO US: Cycle Letters, CTC, Parklands, Railton Road, Guildford GU2 9JX

EMAIL US: cycleletters@ctc.org.uk

JOIN IN ONLINE: forum.ctc.org.uk

BULLS BARRED

THANKS ONCE again for an interesting and informative edition of Cycle. Please could you check the information provided regarding bulls. I think the word 'not' was missing with regard to dairy breeds. Beef breeds of bull are allowed when grazing with cows or heifers, dairy bulls are not. The Wildlife and Countryside Act 1981 says that the prohibition on keeping bulls on land crossed by public rights of way does not apply: 'to any bull which—

- (a) does not exceed the age of ten months; or
- (b) is not of a recognised dairy breed and is at large in any field or enclosure in which cows or heifers are also at large.'

The information from the HSE can be found at this link: bit.ly/1vNuW3d. It says: 'Bulls of recognised dairy breeds (e.g. Ayrshire, Friesian, Holstein, Dairy Shorthorn, Guernsey, Jersey and Kerry) are in all circumstances banned from being at large in fields crossed by public rights of way. Do not keep them in fields with public rights of way, statutory or other types of permitted access.'

— *Lowri Evans*

Many thanks to Lowri and everyone else who wrote in about this. The word 'not' was indeed missing. Apologies for any confusion.



LIGHT FIXING

I found the article in Oct/Nov on lighting very interesting. What was omitted was any mention of how to position lights on the bicycle. Years ago, I think a rear light had to be located on the centre-line or off-side of the cycle, and between 15 and 42 inches from the ground (12-42 inches for cycles with wheels smaller than a specified size). Are these constraints still valid?

If these or similar constraints do still apply, then not only are many riders technically breaking the law regarding their chosen light design, but some are also illegal as a result of inappropriate fitting of otherwise legal lights. I take your point regarding the low risk that the police will bother, but I also agree that the legal representative of a negligent driver will use technical breaches of the law such as these as a means of avoiding liability for the driver's negligence.

— *Graham Lansdell*

Out of date they may be, but the Road Vehicles Lighting Regulations do specify where your front and rear light should be fixed to the bicycle: front, centrally or offside, up to 1500mm from the ground; rear, centrally or offside, between

350mm and 150mm from the ground. You can use additional lights positioned elsewhere, provided they are the right colour.



REMEMBERING WW1

As a newcomer to Cycle, I enjoy reading touring suggestions from members and would like to share my own. Four of us spent two weeks cycling along the line of the Western Front from Ypres to Verdun. This took in all the major national memorials and battlefield sites from that tragic period, as well as smaller cemeteries and other venues – areas of residual trenches and craters; the site of the Christmas truce and football match; the origin of John MacRae's 'Flanders fields' and the red poppy; and the 1918 Armistice signing. We covered 400 miles mainly on quiet roads, with some canal and old railway paths. Flanders is mainly flat but towards Verdun there is the more rolling countryside of the Ardennes. I would be happy to pass on details of our route and planning: macintyre74@btinternet.com

— *Duncan MacIntyre*

IMPROVE INCLUSIVITY

As a disabled cyclist myself, I've been pleased to see the comments on adapted cycles and inclusive cycling in recent





issues of Cycle. Inclusive cycling centres make a very important contribution in helping people with disabilities get cycling. However, on their own these are not enough. Most ordinary cyclists, when they get out on their bikes, do not cycle around city parks. For disabled cycling to be properly inclusive, there must be opportunities to get cycling with friends and families in the countryside and especially on our great traffic-free routes. Ideally, disabled cyclists should be able to hire suitable adapted bikes at ordinary cycle hire venues. Many people with disabilities will not be able to afford their own adapted bikes — **Katherine Cuthbert**

CTC's Inclusive Cycling ambassador, Mark Colbourne MBE, has made similar points. See page 30.

LISTEN UP

I was interested to read your comments on the AfterShokz headphones on page 18 of the Oct/Nov issue of Cycle. They're not really odd at all. As I received my copy of Cycle, I also received a copy of the latest catalogue from 'Action on Hearing Loss' (Royal National Institute for the Deaf). They advertise the same headset. Many people do not realise that sounds can be transmitted through the bones in front of the ear, a help to people with conductive hearing loss. The headphones (it claims) play no sound but transmit vibrations directly to the inner ear, which converts them into sound. It

all makes sense to the hard of hearing – and possibly the cyclist who wants to listen to music but still hear road sounds. — **Tony Hardwicke**

As I write, cyclists and headphones were in the news due to a report by the BBC. On TV, CTC's Roger Geffen asked one of the obvious questions: 'If you think headphones should be banned for cyclists, what about pedestrians?'



COME TO CUBA

Thank you for printing 'Cuban Wheels', a most interesting article. I am developing ideas for independent travel to this part of Cuba. Many don't know that Cuba is the size of England, and eastern Cuba is a world away from Havana, in many ways. My website, for information sharing, is freedomcuba.com. I am fluent in Spanish and would be willing to help any CTC member(s) plan trips. My email is tonytarrega@yahoo.com.

— **Tony Tarrega**

TRAINING DRIVERS

Instead of just complaining, reporting and railing against bad driving, I think we can do something about it on a daily basis. We can help reinforce, and therefore slowly spread, good driving habits. Habits can be changed. Simply reward good behaviour – like training a dog!

Thank every driver who treats you with a bit of extra care. A nod, a wave, whatever. I don't think that the opposite – i.e. confronting bad driving – has the same effect. Confrontation brings anger and adrenaline into the equation. Abuse a driver and they'll likely treat all cyclists worse.

— **Kevin Stevenson**

Obituaries

▶ Gordon Taylor 1931-2014

Gordon, a founder of Evesham & District Wheelers CC, died at home in May. He worked in the cycle trade, first in Evesham and then at A Williams & Co in Cheltenham, as manager of their cycle department. He never lost his 'hands on' skills, notably wheel building. He was a successful time triallist, hill climber, and road racer. He held most positions in the club, and he enjoyed club riding and touring, especially in the wine regions of France. — **John Percival**

▶ John Collinson 1931-2014

A racing cyclist and a CTC member most of his life, John Collinson died on 4 August. John completed the Quaker Oats Tour of Britain in the 1950s, was champion of Devon and Cornwall, and marshalled many events during his long membership of the Exe Valley Racing Club. In the 1980s, he and wife Helen moved to the Lake District, where he joined the Kent Valley Road Club. Advancing age didn't deter John from cycling; in his 80th year he covered 2480 miles. He was on his bike when he died. — **Don Samways**

▶ Dave Shakespeare 1950 -2014

Died of cancer on 14 August. A lifelong cyclist, Dave became a CTC member in 1998 as part of his rehabilitation after a motorcycling accident, which cut short his police career. He completed a solo End to End, rode from Gibraltar to the Channel ports, and participated in a number of Tri-Vets events. But perhaps his greatest pleasures came from his regular rides along the quiet lanes near his home in Ancaster, Lincolnshire. A courteous and convivial cycling companion, he will be much missed. — **Brian West**

Join the conversation

Get immediate feedback from other CTC members on the CTC forum: forum.ctc.org.uk. Here's an abridged extract from one popular thread before Cycle went to press (see bit.ly/1z1OIM3)

ASL BEING IGNORED

rmurphy195: Three incidents recently of motorists ignoring advance stop lines, one resulting in a tetchy remark from the driver when I pulled alongside. Two of these incidents had a police car behind the offender. How can we get people to take notice of these things?

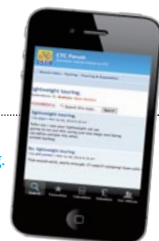
BigFoz: You've got no chance. To car drivers they're simply part of 'their' road. I even watched a police car roll gently into and halfway out of an ASL box a few weeks back.

beardy: It is a lost cause. Best not to let it wind you up any more. They have a great big loophole about having to stop at the second line if they have already crossed the first when the light changes, and it is 'impossible' to prove they didn't do that.

Pete Owens: The suggested loophole is nothing of the sort. It just states that both stop lines carry exactly the same legal status – drivers can be prosecuted for crossing either stop line. Stopping at the second line is not a

defence for crossing the first.

NUKE: There is no offence for a car stopping in the ASL; they are advisory only. CTC were, I believe, campaigning to change this. It may be discourteous but it's not against the law. From the CTC campaign: 'The Government should pursue moves to clarify and amend the legislation covering cyclists' access to and use of ASLs; and make civil enforcement of ASLs possible.' For more details, see bit.ly/1y3W28G



Letters are edited for space (if above 150 words), clarity and, if necessary, legality. Please note that if you have specific complaint or query about CTC policy, you should address it to your CTC Councillor or relevant national office staff member. Letters and emails for the February/March issue must arrive by 22 Dec. Write to us at: **Cycle Letters, CTC, Parklands, Railton Road, Guildford GU2 9JX**



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