

# CYCLOPEDIA

Questions answered, subjects explained – Cyclopedia is your bimonthly cycling reference guide



Left: Alamy

## Q & A Unpredictable pedestrians

**Q** In 2019 a cyclist was held equally responsible for a collision with a pedestrian who was looking at her mobile phone while crossing the road. What would be the case if this happened on a shared cycleway/pedestrian path? I pass many pedestrians who are oblivious to cyclists, even when you ring a bell or call out, due to being engrossed in their phones. Must we all use bike or helmet cameras to prove blame?  
**Chris Heywood**

**A** In the case you refer to (Brushett v Hazeldean) both parties were found equally liable. One of the main reasons given by the court for this was the cyclist's speed of 20mph, which was considered to be excessive given the road circumstances, and that it created a dangerous situation before the claimant had even stepped off the kerb.

There's no easy answer to your question about how a court might decide on blameworthiness for a collision on a shared pedestrian-cycle path. There are always contributing and mitigating factors. The general rule would be that the cyclist owes a greater duty of care to maintain

### Coronavirus

For up-to-date cyclists' advice regarding Covid-19, visit: [cyclinguk.org/coronavirus](http://cyclinguk.org/coronavirus)

### Your Experts



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vigilance than the pedestrian because they are the one operating the bicycle.

As such it is the cyclist's responsibility to ensure that their speed and behaviour is appropriate for the conditions on the cycle path so as to avoid a Brushett scenario. More than that, the cyclist, as per the judgment in Brushett, must be prepared for pedestrians to behave in unexpected ways.

Fitting a camera to your helmet or bike can provide evidence to help resolve the question of liability. But, whilst the video evidence may show that your actions were reasonable, this does not necessarily mean you will escape all liability. If you are unfamiliar with a shared cycle path, or you know that it is often clogged up by distracted pedestrians, it might be prudent to cycle slightly slower than you normally would and that you give ample warning when passing pedestrians.

If an accident does occur, get legal advice. While legal representation can ordinarily be expensive, as a member of Cycling UK you have the benefit of third-party liability insurance and access to the Cycling UK Incident Line.

**Richard Gaffney**



Rims suitable for touring are widely available but for built wheels try a specialist like Spa

## Technical Deals on touring wheels

**Q** The WTB Dual XC 700C wheels with CNC sidewalls and 36 spokes on my 2009 Dawes Galaxy are now worn down. I'd like to purchase a pair of front and rear wheels. Can you recommend any in the same quality and price range of my WTBs? I confess I am a bit lost.

**Paul Anderson**

**A** Factory-built road wheelsets tend to be designed with the lightweight

'performance' cycling market in mind. If looking for a robust touring wheelset with a high spoke count, the correct rear hub width and suitably sturdy rims, either ask your local cycle shop about custom wheel building, which need not be expensive if using low-cost components, or take a look at an online touring specialist such as Spa Cycles ([spacycles.co.uk](http://spacycles.co.uk)), where the range of handbuilt wheels will usually include something suitable for your requirements.

**Richard Hallett**

## Technical

### Is this rim okay?

**Q** I recently bought a Triban RC500 Disc from Decathlon. I'm delighted with it but a thin silver line has appeared on the black wheel rim. It looks like a seam that has slightly moved. Is this any cause for concern? I guess the rims are thinner, being disc-specific. I've never noticed bikes with rim brake surfaces displaying this type of behaviour.

**Peter Thorne**

**A** Aluminium rims may be welded at the join or secured using pins or a block shaped to fit the inside form of the extrusion to register the two ends accurately – they are forced together by spoke tension once the wheel is built. Rim brakes need a smooth, uninterrupted braking surface to avoid brake 'snatch', and often have a machined brake track, which avoids potential problems.

This is not a concern with disc brakes. It is possible that, on a low-cost aluminium disc-brake rim, less attention has been paid than with a rim brake design to ensuring the rim ends meet correctly. Provided the tyre seats properly and, if tubeless, holds air, the rim is serviceable.

**Richard Hallett**



Rim joints like this are bad news for rim brakes but can be fine with discs or drums



Pelvic floor exercises and pilates can improve recovery from a prolapse

Left: Alamy

## Health

### Pelvic floor problem

**Q** I have a stage two prolapse of the front wall of my vagina and stage one of the uterus. My cycling has now started to become more uncomfortable. I am using a Selle SMP saddle, which supports the bony parts but I am wondering if the lack of support on the soft tissue is making things worse. I am due to have surgery soon but am keen to return to cycling. Do you have any advice? I have considered an e-bike but the stress seems to be around the saddle.

**Name supplied**

**A** Your prolapse is a result of weakness in the pelvic floor allowing the internal organs to descend. It often results in a dragging sensation down below. You say you will be having surgery to correct it. Unless you have the most severe symptoms, it is unlikely anything is actually bulging out onto the saddle. The usual advice about using padded shorts and perhaps some barrier cream will help prevent chafe.

It will help a great deal to work on the pelvic floor muscles with a physiotherapist or by practising pilates exercises to strengthen the core muscles that include the pelvic floor. After a prolapse repair, women are often advised not to lift anything heavy so you may find anything more than gentle cycling is not advised for a while.

An e-bike will certainly reduce the effort needed but careful and gradual strengthening of the muscles should allow you to resume your favourite activity.

**Dr Kate Hattersley**

## Technical

### 12 into 9 won't go

**Q** When I retired 15 years ago, I decided to standardise all my road bikes on 9-speed Campag, using Stronglight/TA double or triple chainsets. I have five pairs of wheels but they will only take a 9- or 10-speed cassette, and I cannot now buy replacement 9-speed Campag mechs. Can I buy Chorus 12-speed rear mechs and levers and, by adjusting the stops, run them with my 9-speed cassettes?

**Dave Waddington**

**A** In short, no. The sprocket spacing is different. There are, however, several options. Your timescale suggests you are using post-2001 9-speed components, in which case your shifters are compatible with 10-speed Campagnolo rear mechs. While current Campagnolo components are all 11-speed or higher, you can still find new 10-speed parts for sale online, Record in particular.

A 10-speed Campag rear mech will have narrower jockey wheels. If a 9-speed chain is too wide for the jockey wheel cage, a 10-speed chain will work on your 9-speed cassettes and, with careful tuning, should be fine on the chainsets. You may also consider using an 11- or 12-speed cassette with suitable mechs, shifters and chainset. Either cassette should fit the freehub body, although you may, if they foul the spokes, need to relieve any protrusions on the inside face of the largest sprocket.

**Richard Hallett**

You can still find new 10-speed Record derailleurs online



## Get in touch

**EMAIL** your technical, health, or legal questions to [cycle@jamespembrokemedia.co.uk](mailto:cycle@jamespembrokemedia.co.uk) or write to Cyclopeda, Cycle, PO Box 313, Scarborough, YO12 6WZ. We regret that Cycle magazine cannot answer unpublished queries. But don't forget that Cycling UK operates a free-to-members advice line for personal injury claims, **TEL: 0844 736 8452**.