

# Opinion Letters

**THIS MONTH DRIVERS GETTING THE MESSAGE, FIXED-WHEEL WORRIES, DELIVERY RIDERS, BIKES ON TRAINS, AND MORE**

## Get in touch

**LETTERS** are edited for space, clarity and, if necessary, legality. The editor reads and automatically acknowledges all letters but publishes only a selection. Feedback for the next issue must arrive by 30 April. Please include your membership number.

**WRITE TO:** Letters, Cycle, Cycling UK, Parklands, Railton Rd, Guildford, GU2 9JX or email @ [editor@cyclingsuk.org](mailto:editor@cyclingsuk.org)



Left: Joolize Dymond

## Letter of the month

### PEDESTRIANS CROSSING

**P**aul Darlington's answer to the question "Should groups of cyclist now shout 'pedestrian!' and hit the brakes if they spot someone at a junction who looks like they want to cross the road" referenced many appropriate Highway Code rules. I can offer further advice as somebody who delivers the Cycling Scotland Cycle Ride Leader and Cycle Trainer courses.

If you are approaching a junction into which you want to turn, do so at a speed that you and your group can safely stop if there are road users who have priority. Ride leaders will be experienced at managing this if turning right and there are oncoming vehicles; we must also do this if we are turning right or left and there are pedestrians waiting to cross the road into which we are turning. Calls such as "easy/slowing" on approach and "stopping" when we can see we don't have priority should avoid any sudden chain reactions.

If you are not sure your group members are aware of the new rules, some practice in a quiet playground or car park before trying it on less busy roads can be helpful. Highway Code rule H1 refers to the new hierarchy of road users and makes it clear that we all have to look after pedestrians. We now teach children the new junction priorities during their on-road Bikeability lessons.

**Andrew Abbes**

### Win a Passport Saddle Pack worth £69.99



The letter of the month wins a Passport Saddle Pack, courtesy of Ison Distribution. This 9.8-litre roll-top bikepacking bag has a waterproof liner to keep your kit dry and a wipe-clean tarpaulin base to shield you from mud. There are two external pockets for keys or tools, and the seatpost strap is rubberised to keep the bag stable. For more about the whole range of Passport bikepacking luggage, visit [passportcycles.co.uk](http://passportcycles.co.uk).

### CLOSE CALL



Just before New Year, as I pedalled up one of Pudsey's many hills, three cars close-passed me, one after another. I thought I needed to do more than my usual yell of "Too close". I decided to put an A3-size poster on the back of the bike for the month of January, with the message "Don't drive so close to me! 5 feet please :-)" (Highway Code, rule 163)".

I contacted the local online news website, West Leeds Dispatch, and they published an article and Facebook post. The latter attracted more than 1,500 comments. There was enough whataboutery to complete a full house of anti-cyclist bingo – red lights, 'road tax' and so on – but also plenty of positive responses. A journalist from the Yorkshire Evening Post published a nice write up, too.

**Tim Devereux**

### POLITICAL CAMPAIGNING

Duncan Dollimore's article, 'Our Electoral Role', is a useful reminder that improvements to cycling infrastructure do not 'just happen'. It can take years of dedicated lobbying and pressure to get the changes that we need.

With a general election coming this year, it was also a reminder that we need to engage in the political process.

However, as a charity, Cycling UK needs to be careful that we don't ask people to vote for – or promote – any particular people or parties. The Charity Commission guidance is clear. I've seen some charities shy away from getting involved in political campaigning for this reason but that's not necessary.

**Simon Saville**