



FIXED-WHEEL WORRIES

I can't agree with your recent article on fixed-wheel bicycles. I have no problem with singlespeed bikes with a freewheel but in my view fixed-wheel arrangements have no place on the public highway, and should stick to the track or at least away from traffic. If fitness training is the primary aim, as opposed to safe travel on the public highway, the public highway is no place to indulge. Their presence only reinforces the general public's view that cyclists are ill disciplined and do not abide by the Highway Code.

Basil Hollington

If we were talking about brakeless fixed-wheel bikes on the road (i.e. track bikes), I would agree with you. Road-legal fixed-wheel bikes are different – a touch of the brake(s) is all that's required to bring one's cadence under control, while prompt stopping is straightforward. Being ill disciplined and not abiding by the Highway Code is unrelated to the presence or absence of a freewheel.

TAKEAWAY TROUBLE

I am writing to express my deep concern regarding the behaviour of some e-bike delivery riders. Is this something that Cycling UK lobbies governments and delivery companies about?

Over recent weeks, I have observed numerous instances of e-bike delivery riders in Brighton without lights, cycling on pavements at speed, as well as blatantly disregarding traffic signals (including running red lights).

I believe that the e-bikes being used by these delivery riders have been illegally modified to travel at speeds exceeding the legal limit of 15mph, and that they may not require the rider to pedal. This raises serious concerns about the safety implications of such modifications, as well as their

compliance with existing regulations governing the use of electric bicycles on public roads.

Michael Twine

FILL THOSE HOLES

Potholes are the scourge of cyclists and motorists alike. Reporting them via Fill That Hole will certainly make people feel that they have a quick and easy place to report the potholes.

My issue is that as responsible road users (cyclists and motorists), we all have a moral and legal duty to keep our vehicles in roadworthy state of repair to keep everybody safe on our roads and cycle routes. Is there not a legal duty for the authorities to maintain our roads in the same manner?

Stephen Pearce

There is a legal duty, yes, but highway authorities essentially just have to show that they have a regular (note: not necessarily frequent) inspection routine and that they fix holes they're aware of. That's why Fill That Hole is important: they can't deny they were unaware of a reported pothole.



BIKE-RAIL BLUES

I was interested to read 'Our Electoral Role', looking at what Cycling UK is doing. But it did not touch on the main issue of concern to me: bikes on trains.

It's easy sometimes – buy a ticket on my phone and jump on a Southeastern train to get out of London. But so often it's impossible or lots of work. There are so few places available on many long-distance trains (such as Great Western and Avanti). Going abroad, it's very difficult on Eurostar. Bus replacement services refuse to take bikes. Websites sometimes say bike spaces are unavailable when a trip to the station confirms that they are. There are outdated restrictions. And so on and on. It's often extremely stressful.

Simon Holmes

Photo of the month



OFF-SEASON CYCLING

I took this shot of a road cyclist on Leith Hill in Surrey back in December. **Dudley Hubbard**

CYCLING UK FORUM

Get immediate feedback from other members at forum.cyclinguk.org. Here's an abridged extract from a recent thread: cyclinguk.org/bike-tyres-expensive



WHY ARE BIKE TYRES SO EXPENSIVE?

TrevA: I recently bought a new tyre for my car: £55 and it will last 30,000 miles. Bike tyres can cost as much. Even Conti Gatorskins are now nearly £40 each and typically last 2-3,000 miles. Why are bike tyres so expensive?

rareposter: Smaller production runs, specialist equipment, completely different engineering – bike tyres are built for light weight, car tyres don't really need to consider that.

PH: Are you making a fair comparison? Halfords sells bike tyres from around £15, Wilco's used to have some from £8. While the sort of sporty car tyre that might be comparable to Gatorskins seem to start from around £130.

axel_knutt: I saw a video of bike tyres being made just recently, and

was surprised how labour intensive it was. Laying up layer upon layer, bunging it through various machines, trimming with a knife etc. I can't imagine car tyres aren't automated more than that.

simonhill: I've seen bike tyres in Asia for under two quid. Rather heavy, rather knobbly, but cheap.

Jon in Sweden: You can quite easily get decent road/gravel tyres for £15-20 if you're prepared to snap up special offers. If you're set on running Conti GP5000s, then it's going to be fairly expensive.

mattheus: The starter question is comparing apples for cars with pears for bikes. The tyres we are mostly talking about here are closer to the equivalent of racing car tyres. Somebody call Pirelli and ask how much they sell F1 tyres for!