

CYCLOPEDIA

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



Legal

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&
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Cycle path maintenance

Q After observing the edge of my local shared path slowly encroach and narrow by nearly three feet over 10 years, I decided to get a shovel and spend the day uncovering it and widening it to its original width. Repeated requests to the council had failed. Does a council have a legal obligation, such as it presumably would with a road, to ensure a cycle path, shared path or pavement remains the width it was originally installed?
Nick Hudd

A Footways and cycle tracks are part of the highway infrastructure and are referred to specifically in the two 'bibles' that set out the requirements of a highway authority [HA] under S41 Highways Act 1980. They are Highway Infrastructure Asset Management and Well-managed Highway Infrastructure. Both impose a duty on any individual HA to produce its own Highway Infrastructure Asset Management Plan, in which cycle tracks and footways must feature.

There must be a specified routine for inspection and maintenance. The HA must establish a network hierarchy as a basis for its inspection and maintenance regime, based on current and expected use, resilience and local

Your Experts



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socio-economic factors such as industry, schools, hospitals and the desirability of continuity and a consistent approach for walking and cycling.

A typical inspection regime would be at not less than six-monthly intervals and be risk based. The example in your image is of a shared-use facility that is likely to be used by not just cyclists but pedestrians, some with young children, prams and dogs. If the facility is overgrown it is reasonably foreseeable that the two groups will not have sufficient space and may collide.

Local Transport Note 1/20 Cycle Infrastructure Design, while guidance rather than a mandatory document, states in Chapter 5 that an absolute minimum width of 1.5 metres must be provided for cyclists on the lowest-use category of cycle track. Local Transport Note 1/12 Shared Use Routes for Pedestrians and Cyclists deals with width requirements in Chapter 7. Three metres is the minimum effective width, but paragraph 7.41 suggests four metres is preferable.

A Freedom of Information request to the highway authority on its inspection and maintenance regime and design criteria for the facility might spur it into action.

Paul Darlington

Technical

Detached derailleur

Q Last April my chain got badly stuck in the front derailleur. In freeing the chain (pushing hard on a pedal backwards), the derailleur became detached from the frame. It's a carbon frame, and I have no idea who to take the bike to to get this fixed. I believe it was attached with pop rivets.
Bryn Evans

A The usual method of attaching a front derailleur to a carbon fibre frame is via an aluminium plate riveted to the seat tube as you describe. As this is done from the outside of the tube, the 'bulge' of the installed pop rivets bears