



Derby Cycling Group – Members Meeting

Tues 3rd July 2018 – 7:30pm @ The Golden Eagle Public House

1. Present

Tony Roelich, Kim Plaskett, Martin Aldred

2. Apologies:

Ian Dent, Mark Hicklin, Dave Clasby, et al...

Meeting started at 19:30 with England leading Belgium 1-0.

3. Campaigns & Strategy

- **St Peters Street Access:**

DCG web post supporting the scheme and describing/interpreting the signage has been put out by **TR**. **KP** noted a Freudian slip in some of the entries; **TR** has since corrected.

- **Enforcement of cycle access restrictions in city centre:**

There is pressure from DET coverage and new councillors in control of the council, to stop cyclists doing things they shouldn't in the city centre. Restrictions called for are to stop people cycling between 10am and 5pm in city centre, and on other streets where cycling is not allowed at all (although they have always done so and it is difficult to see how the police can provide resource to stop it).

TR has been trying to engage with the conversation between councillors, Derbyshire police and council officers; no meeting yet arranged, but targeting latter half of August via Andy Smart.

It was decided that our preference for enforcement should be to target irresponsible and dangerous cycling which is happening after 5pm and before 10am. More specifically to run several short duration and targeted events to deal with it rather than week-long initiatives. This would be a pattern which police are more likely to resource, tackles the real issue (ie targets people who cause an actual problem) and leaves responsible cyclists alone. This action gives benefits that would roll over into the daytime as well the off-peak time.

- **Report on eBikes Derby:**

TR has been in contact with Hourbike prior to and since the implementation of the eBikes Derby scheme. The scheme has been an amazing success in terms of the numbers of people using the bikes, but the usage patterns have been completely different from the design intent of the scheme and the patterns anticipated by Hourbike (based on the business model for this scheme and what has happened in other places where bike share schemes have been rolled out).

Where a gradual ramp up over the summer was expected, there has been a big bang in usage; where bikes were expected to need recharging every three days, they have needed recharging every day. Where short, one-way journeys were expected, people have been hiring for the

whole day and going for long rides on the bikes, putting them on hold while they pop into a café etc. So it has been difficult to keep enough bikes in the hubs to satisfy demand, and business usage is difficult because the availability of bikes is not consistent enough to use the bikes for planned, shorter, journeys (eg to go to a meeting in another part of the city).

TR's personal view on the success is that the electric option is attractive, and the costing is very competitive and inclusive (which is a great positive), but also the ability to legitimately leave the bikes anywhere makes them very attractive for one-way journeys (eg city centre/rail station to the suburbs). The out-of-hub facility has many benefits: it will enable Hourbike to see where people want to go on the bikes and will help prioritise future expansion of the scheme, and because Hourbike take bikes back to the hubs, the city won't become randomly littered with bikes like totally dockless schemes (such as Mobike) can do.

Hourbike have installed more and faster charging capability and have brought forward their recruitment of additional staff to try to catch up with demand.

The demand side is great news because huge numbers of people are now cycling who probably would not have done so before and DCG should celebrate and exhort that success. However, there is the issue of inexperienced riders, using the pavement, on a bike which travels quickly, which has the potential to not only create a real issue but give media a new focus for vengefulness as well.

The issue of bikes "abandoned" has been picked up the DET, mainly because they don't understand the concept of the scheme, but actual instances of genuinely nuisance abandonment is very small. Hourbike are aware of when issues have occurred and have been taking action against perpetrators.

The scheme gives DCG opportunities to promote and campaign for better cycle transport facilities in Derby:

- eBikes Derby shows that people want to cycle
- Pavement cycling shows that the infrastructure is not available to support people who want to cycle, and wholehearted commitment to the construction of a cycle network must be a priority for councillors
- Pavement cycling also shows that people are not confident about cycling on the road and a revitalised investment in Cycle Derby is needed to train/educate/give confidence to more people to ride, to promote cycling and also to promote good practice.
- Fear of riding on the road needs to be addressed by campaigns such as Close Pass

Meeting ended at 21:00 with the second half of extra time about to start, England having given away a goal and the score being 1-1 at full time.

***TR** arrived home in time to hear first cries of dismay and then a huge cheer from houses around. He arrived in the front room in time to see the winning penalty goal struck in favour of England. **TR** felt he had enjoyed a nice relaxing evening in the company of good friends AND seen the main point of interest in the footie.*

Next Meeting: Tuesday 7th August 2018

7:30pm @ The Golden Eagle Public House (upstairs)