



Newsletter 2008

Review of 2007 by John Stubbs

There are always many campaigning issues to keep DCG members occupied and this last year. Here are the key campaigning activities of the DCG in 2007/2008

CTC National Conference, May 2007

The hosting of this biannual national cycle conference was a major focus of the DCGs work in the early part of 2007. The main conference theme focused on efforts being made to increase the numbers of children cycling to school and how they might continue cycling once they reach adulthood and needed to travel to work.

Connecting Derby/Inner Ring Road

A cornerstone of DCG campaigning over the years has been to encourage people to cycle rather than use the car so the DCG has long opposed constructing new roads like completing Derby's Inner Ring Road. But as this project is most likely to go ahead, campaigning has centred on ensuring that the new road has the best possible cycle facilities. Throughout the year the DCG has been in close contact with Derby City Council in the detailed design of the new road's cycling infrastructure.

Westfield/Bradshaw Way

Concern over the quality of some of the new cycling infrastructure in this area following new retail development has led the DCG to report the shortcom-

ings to the City Council. Site meetings with council planning officers have taken place to ensure that mistakes made in this area (eg too much street furniture on cycle paths) are not replicated when the Inner Ring Road's cycle facilities are constructed.

Duffield Road bus lane

The DCG's support for this controversial project might seem surprising since the new south bound bus lane has certainly not improved the conditions for north bound cyclists on Duffield Road. However the DCG feels that the improvement to public transport and the potential for transport demand restraint from the bus lane is of substantial overall benefit to the wider community. Meanwhile the DCG is pressing to have the road's north bound cycle facilities improved

Sturgess Field Campaign

This campaign was to prevent the University of Derby building a road across an important green wedge in the city's landscape and the campaign was led by the Friends of the Markeaton Brook. The DCG supported this campaign, not only because of opposition to road building in principle but also because the proposed road scheme ran counter to long standing DCG goals of having improvements made to the existing cycle paths leading to the University. It was with much relief that the proposal was soundly rejected by the city council in September.

Review of 2007 continued

Cathedral Green Protest

This protest, which involved the DCG taking to the streets in a mass protest ride, was in response to the sudden closure, without prior consultation, of the Riverside Cycle/Foot path at Cathedral Green in the city centre. Through protests and meetings with Derby CityScape, the developers who had closed the path, there was a temporary re-opening and an improved alternative cycle route for when there would no option but to close Riverside path to enable CityScape developments to

take place.

Railway station cycle parking

New developments took place here with the opening in July of new covered cycle stands in front of the station. The DCG has long been pressurising for better cycle facilities at the station and the new stands should provide better security and give a slight increase in cycle parking capacity. While welcoming the new stands, the DCG is continuing to liaise with Derby station to get further increases in cycle parking.

This short stretch of cycle path between Orient Way (Pride Park) and Deadman's Lane had been closed for many years by having a steel fence placed across it. Finally

after years of campaigning, the land owners finally removed the fence in August 2007. This cycle path provides a convenient link between Pride Park and Wilmorton on London Road.

Sinfin Lane/Wilmore Road:

While reviewing plans for a new bus lane at the junction of Sinfin Lane and Wilmore Road, it became apparent that the advanced stop lines and cycle feeder lane at this junction would be removed. Following a short, focused campaign, the facilities were retained, the feeder lane widened, and a new advanced stop line created on Wilmore Road.

All reports relating to the above are accessible at the DCG's website under the campaign's link.

Annual General meeting

Derby Cycling Group

Annual General Meeting

7pm, Tuesday 13th May 2008

Friends' Meeting House

St Helen's Street

Derby DE1 3GY

Guest Speaker:

Peter Price, Head of Transportation, Derby City Council will talk on the prospects of Road Congestion Charging being introduced in Derby.

Formal AGM business will be kept to a minimum.

Light refreshments served

The meeting should terminate no later than 9pm

All Members welcome

Campaigning—In the Mix by Tony Roelich

The cycle campaigner's challenge is changing.

With the consensus swinging towards a concern about the environment, healthy living and traffic congestion, cycling is "in". Previously our challenge and our efforts were directed at getting cycling provision included in the design of roads and to get off-road paths put on the agenda. Today, planning schemes often include cycle facilities; in Derby we can look at Pride Park, the upgraded Traffic Street & Bradshaw Way, cycle contraflows in the Wardwick and Cheapside, Willow Row by the Joseph Wright Centre and the new bus/cycle lane on Duffield Road.

But there's the rub – you can ride safely on wide shared paths all over Pride Park, but can you safely walk or cycle across the exits and entrances to the many roundabouts? No! As well as the paths, the roads are also wide and encourage high speeds by allowing drivers to "straighten out" the wide roundabouts. You can cycle towards town along Duffield Road in the relative safety of the new bus lane, but on the ride home be crowded by vehicles travelling along the busy, narrow lane heading out of town. Things are better on Bradshaw Way and Traffic

Street – the off-road route is continuous and offers toucan crossings at many junctions, but in some places the shared path is so narrow that two people early

cannot pass side-by-side when walking never mind cycling, and includes a vehicle lane which is physically narrower than the buses which use it, so the buses overrun into the cycle lane next to it.

Our new challenge, I believe, is to get into the detail of these designs. We need to engage with the project teams early on, to see the plans of new schemes at an

stage and to submit our requirements for suitable cycling facilities at each location in order that the final design is one which is genuinely useful to cyclists and also encourages other people to take up cycling. It may cost relatively little for a project to incorporate our needs if done early enough in the design process; it is increasingly difficult and costly to change things at a later stage or once construction is complete.

Currently the DCG is talking with the Connecting Derby team about the cycling infrastructure along the new In-

ner Ring Road. We have held a joint site meeting to look at the shortcomings (and the good things) on Bradshaw Way and Traffic Street so that the lessons can be learned. Our report is on the Campaigning page on our website. I felt that our constructive criticism was well received and largely accepted; we'll have to wait and see if this leads to better facilities on the Ring Road. We are also engaged with the City Centre Eastern Fringes project

ie the re-development of the area between the railway station and Traffic Street) and are starting contacts with the West Chellaston Development project which will be developing Sinfin Moor between Wilmore Road and the A50. All these are big schemes which must deliver good quality, continuous facilities for cyclists.

Congestion charging is a hot topic in Derby at the moment. There is no doubt that in London it has led to a massive shift towards cycling. If Derby does embrace the congestion charge £200 million becomes available to be spent on "innovative transport solutions". With this sort of money, a proper job could be done on Duffield Road – widening

the northbound footpath, installing a full width cycle lane on the carriageway, keeping the two vehicle lanes and the bus lane and still retaining a (narrower) verge and trees on the southbound side. Many other routes into Derby have similar potential – redeveloping the land not just the existing carriageway, to give proper space to walkers, cyclists, and buses. The completion of a

What Does Your Councillor Know About Cycling?

Council elections are coming up in May so it is a good time to raise the profile of cycling with local politicians. We would like as many members as possible to demonstrate an interest in cycling amongst voters by writing to or e-mailing their local election candidates and asking them about their policies on cycling.

The questions may be general in nature or they could relate to a specific local issue. Some current issues are:

The safe routes to school budget has been cut year on year despite Derby being a Cycle Demonstration Town; what are the policies regarding cycling and walking to school?

Two new secondary schools in the City (da Vinci and Merrill) were built without any cycle parking, despite Cycle Derby's role at putting cycle shelters into all existing schools which

comprehensive, safe and convenient cycle route network across the city would be our priority. Such upgrading would make these routes a real option for less confident cyclists to ride. If it means accepting congestion charging to get something like this, then I think we can do that. We need of course to put the cyclist's case to the City Council. Watch this space.

want them. What are the policies regarding cycle parking provision at new public buildings/in the local area/ in the city centre

What would the party do to encourage more people to take up cycling for transport in the local area?

How does the party plan to combat congestion in the local area/in the city, and what part would cycling play in that plan

So, instead of putting the political fliers straight in the bin, please note down the candidate's contact details and ask them about cycling. You could even go to a public meeting and ask the question in person....

Cycle Training service in Derby

From March 2008, Choose Cycling are offering a new cycle training service to adults, families and groups in Derby and to people of all ages and abilities in SE Derbyshire.

We would like to convince you of the huge benefits cycle training can have for you and your confidence and safety on a bike, so here's a few questions we

often hear and our responses...

"Why do I need cycle training? Anyone can ride a bike".

Did you know that apparently 66% of us own a bike but only 6% use them on a regular basis? All around the country, bikes are rusting away in sheds and garages. This is not usually

because of an inability to ride a bike, but because many of us are concerned about riding on the roads in modern traffic conditions. Cycle training can really help improve your safety on a bike so you can cycle wherever you want to go and deal confidently with any hazards on route.

"So, how will a cycle training session make me

safer on the roads?"

We believe that there are 4 main ways you can personally improve your own cycling safety on the roads – having a safe bike, safe route planning, safe cycle skills and safe clothing and equipment.

All these things are covered in a typical cycle training session. The exact format of a session depends on your current cycling skills. Everyone starts off-road, in a traffic free car park or park, so that we can do a brief assessment and tailor the session from there. We then carry out a bike safety check and give you guidance on your bike's set-up and make any relevant adjustments. Then the cycling starts! We make the session as relevant to you as possible and ideally will cycle one of your regular routes with you – to the shops, a leisure route or to work.

Novice cyclists can expect the first session to cover the essentials off road – balance, steering, starting off and stopping, looking behind and signaling. **Intermediates** will get on the roads fairly soon and can expect the session to cover road positioning, junctions and road awareness and, for the more **advanced**, complex junctions, queues and lane discipline.

If you wish, we can also give you advice on the right sort of bike for you, route planning, equipment, maintenance, load-carrying or cycling with children. We finish the session by providing you with free local maps and

Competition winner

Back in August a competition was entered in the Newsletter, offering a prize of a £20 voucher donated by Samways. Julius Thalmann won the prize with his answer to the question –

"What is total number reached when all National

information on cycling.

All our trainers are professionally trained to a nationally accredited scheme. They have many years of training experience and insight into local routes and traffic conditions.

"Humm, still not quite convinced"

Don't just take it from me – here's what some of our clients in our pilot scheme said last year.

"I cycled in this morning and it went really well. It took me 25 mins door to door which is the same as the best time I can do it in the car - thanks again for the session - it's enabled me to replace three car journeys this week and do something I just wouldn't have considered before"

For more information on Cycle Training, you can look on www.choosecycling.co.uk, email info@choosecycling.co.uk or contact one of the Choose Cycling team on 07900 977990.



Cycle route numbers passing through Derby are added up?" The answer is 126..

On December 8th he took his bike down to London on the train to take part in the protests against Global Warming. Julius see's DCG's role as representing the public's interests as a pres-

sure group working to influence local and national government

Julius donated his voucher to fellow DCG member Ian Sanders who put it towards a new rack for his bike

samways
BIKCYCLESTORE.COM

Derby BMX by Dave Clasby 07814 611749

I am not a BMX rider as anyone who has seen me down at the Alvaston BMX track will tell you. The track is in Alvaston Park on route 6 of the National Cycle Network. The track is at least 10 years old and in the past has hosted both regional and national BMX race meetings. For many years the track has been under used but all that has begun to change.

So what is BMX? Bicycle Moto Cross is my understanding. A BMX bike basically has one gear and 20" wheels. There are racing BMX and street or flat-land BMX. The latter is where the riders do tricks and stunts either just on flat land such as the Market Place or using ramps such as half and quarter pipes also used by skateboarders. Racing BMX uses a track and a bike of slightly different geometry. The Alvaston track takes about 35 seconds to ride so it is sprint event with jumps and corners called berms. BMX racing is going to be an Olympic sport in 2008.

Are BMX riders cyclists? Surely these aren't proper bikes! Is this the sort of riding we should be encouraging? I only know that lots of young people love BMX, or possibly the idea of it. I work to promote cycling to school and helped to set up Derby Schools Community Cycle Club. We appointed the country's first community cycle coach Rich Camm. Rich got me into the possibility of BMX. For young people it is a door way into the world of cy-

cling. So two and half years ago we started doing Saturday morning coaching sessions at the Alvaston track. What I was struck by was the passion of the young riders who are regularly down at the track. One rider Raz Figernola has volunteered and coached at every monthly BMX coaching event I have



done, without Raz there would be no club. However there are so many riders who come down and help out, sweeping the track, sorting out equipment, coaching the younger riders. With Cycle Derby came the next big step up first Mark Smith was appointed who brought boundless energy and enthusiasm. With Bella Stewart we secured funding from Rolls Royce, we were able to buy a container, equipment to lend out and bikes. Now we were starting to move. The final piece was Lauren Smith, the new full time community cycling coach. Britain's number 2 BMX racer, European number 7. Lauren has taken us to the next level. At the coaching session in Jan 08 we had 62 riders. The youngest was 4 years old, the oldest 45! Parents help out and support us. Rich reckons it

is the best open session in the Midlands. At present we don't charge, if you are under 16 you must have a signed parental consent form. We coach for 2 hours and then do mini races for an hour. The best news came at the end of Jan 08. Cycle England announced that they were granting us £75K to upgrade the track to national standard. This will mean a proper pro start gate, improved track with tarmac berms and different racing lines for pro and intermediate riders. The best riders will come to Derby not just to practice but also to race. Derby is becoming a BMX hot spot.

We have in Shaneaze Read the women's world BMX champion and potential Olympic Gold medallist, Jamie Staff track world champion started on BMX as did many of the top cyclo cross riders. Raz and Lauren have both taken up road riding as have some of the young riders. Work with what young people want to do then introduce them to the possibilities of other types of riding. If you have never tried it next time you are cycling from Derby on the riverside path, have a go, it is fantastic. Have a look at the Cycle Derby website or contact me and come on down for the next sat morning session. It is fast, furious and exhilarating fun.

CCN/CTC conference in Oxford on 16/17 November

<http://www.ctc.org.uk/DesktopDefault.aspx?TabID=4035>

Ian Alexander kindly passes on his notes on the speakers at the Oxford conference

Mark Lynas. Oxford's own "cool climate campaigner" spoke fluently without notes. Here's some points he made;

Children are 20 times more likely to be killed by your neighbours 4x4 than a pervert in a trench-coat

It's a win-win for cycling. Safety/obesity/health

We need to fly, but we have to stop cheap flights and accelerate technological changes towards low carbon flights, or tax them out of existence.

Carbon capture and storage is reality – either mechanically or naturally eg by growing willow

Humanities greatest ever problem means we need humanities greatest ever solution.

There are huge movements from communities. Including worldwide. Eg marches, peak oil/transition

Can't blame it on China. China has 63% of all worlds solar and vehicle emissions set at a level that prevent most American cars being sold there.

Jonathan Wood, Deputy chair of Warrington Cycle Campaign humorously informed us of his trip to the "New Yorker Festival", to assist with musician David Byrne's contribution "How New Yorkers ride bikes". He raised these points;

The most effective way to increase cycling is to make it normal.

Focus on driver behaviour. We need to have a culture, as in some continental countries, where drivers respect cyclists.

20mph is a defining policy in modal shift (People's change from one mode of transport to another)

Steve Mella, and Urban designer **Graham Smith** presented some interesting ideas on permeability and urban design, examining layouts of streets for new estates, and the reasons behind them. Segregation is bad. Reduce average speed by design, not speed limit.

Unfiltered) Permeability is when traffic has a variety of routes to choose from and can go where it likes, the idea being that traffic will spread itself evenly. Steve argues that this is bad, if everyone is treated equally.

Filtered permeability allows full permeability for pedestrians, cyclists and public transport, but limited permeability for other motor vehicles. Like a road which is closed for cars, but open for cyclists

We took part in a series of workshops in the afternoon and the audience split into small groups. An expert on each topic gave us the benefit of their experience, before we had the opportunity to swap to a different group. This is an outline of a group focusing on How to expand your campaign group's membership, using the example of Cambridge that have gone from 100 members in 1995 to nearly 1000 now.

They currently charge £7.50, individual, £12 household, £3.50 unwaged. And are thinking of doubling fees, as they want to employ a member of staff.

They observe a small number of people do most of the work.

Here are some things they have done:

Membership secretary

Recruit a friend

Count number of individuals if a household

Newsletter (on paper if required) to members + movers and shakers

Large committee

AGM guest speaker

Cycle security leaflet

Cycle lighting poster (on web site)

Small city centre map

Hooking into other networks

Offer advice service

Invite enquirers to join

Leaflets for potential members

Personalised communications to members

On-line membership and renewal

Multiple reminders,

Discounts at shops

Activities

cycle sharing schemes

In the November 2007 e-newsletter, Andy Harrison described the Paris bike share scheme, *Vélib* (www.velib.paris.fr) which opened in July 2007. A short visit to Brussels at the end of November 2007 afforded the opportunity to try that city's bike share scheme. *CycloCity* (www.cyclocity.be) is comprehensively explained in Flemish, French and English on their website. The scheme consists of 250 rental bikes dispersed between 23 bike stations located within the city centre's pentagon shaped 'ring road' (*le pentagone*). Each station has accommodation for up to 15 cycles, an automated kiosk for administering the cycle hire, and a large city centre map showing the location of all the cycle stations. A pocket sized city

centre map entitled, *Brussels, yours to discover* showing all 23 bike stations is obtainable free of charge from the Brussels Tourist Office.

To use one of the bicycles, it is first necessary to register at the automated kiosks of any one of the 23 bike stations and for this either a Visa, Mastercard or Maestro, is required. A sum of €150 (~£115) is held against the user's account but only deducted in case of failure to return a bicycle by expiry of the maximum rental period

The bicycles themselves, all identical, are very robust machines and no light weights. Saddle height's are easily adjustable, and each bicycle has a hub dynamo lighting system,

three speed hub gears (only moderate gradients encountered in Brussels), and a front carrying basket mounted on a very solid front rack. Should the bicycle need to be left out of sight at any time, they all have an integrated locking system comprising a steel cable and removable key. The tyres are all non pneumatic so there is no problem with under inflation or punctures.

It is a very simple to use system and an enjoyable way of seeing the city. I will certainly plan to use it again on subsequent visits to Brussels.

Contact the Derby Cycling Group:

Monthly meetings: 1st Tuesday of every month, 19.30 (7.30pm) at The Brunswick Inn, Railway Terrace, Derby DE1 2RU. Everyone Welcome. Contact John Stubbs (contact details below) for further information.

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