



Newsletter

Spring 2020

International Women's Day Campaign

by Lucy Giuliano

In September 2019, out of 425 recorded cyclists in Derby only 94 were female.

According to Love to Ride's 2019 Cycle September report, in Derby just 22% of participants were female compared to a national average of 50%. Within cycling organisations in the city, female members of staff are in the minority. Derby Cycling Group currently has no female committee members.

Studies have shown that more girls and women want to cycle but face gender specific barriers ranging from having to take on more emotional labour resulting in differing, more complicated journeys to saddles only being designed for men.

But it doesn't have to be like this. As a cyclist and keen environmentalist myself, I am particularly passionate about encouraging and empowering more girls and women to cycle in 2020 and beyond. I want them to feel safe, supported and liberated when they cycle.



So, I decided to create a campaign to make this happen. Working collaboratively within the local community is very important to me as it brings together skills, ideas and enthusiasm from across the city making the campaign more diverse and more sustainable.

Love to Ride Derby are therefore leading on the project together with Breeze, Sustrans and Derby Cycling Group to create a series profiling female cyclists across the city, a female only event in February and led rides to join the IWD rally on **Saturday 7th March**.

We hope that by making cycling relatable, fun and friendly more girls and women will get on their bikes and by September 2020 the statistics will be less male dominated.

If you would like to find out more and get involved you can visit the Derby Cycling Group website or get in touch with lucy@lovetoride.org.



Inspiration, advice & support for girls and women who want to cycle

On **Wednesday 26th February** from 7-9pm at the University of Derby Enterprise Centre we've organised an evening of brief talks from four wonderful speakers followed by a short break and finishing with facilitated discussion groups.

Whether you're a regular commuter or you're yet to start cycling, you will have the opportunity to learn, contribute and chat to like-minded girls and women about all things cycling related.

We have made the decision to run this as a female only event to create a safe and supported space and environment and tickets are free to make it as accessible as possible.

[Click here for tickets](#)



Cycling Without Age - an update by Cathy Tester

In the winter newsletter I wrote an article about our dream to set up 'Cycling without Age' here in Derby, and as a result we were contacted by several people who wanted to be involved. We now have a small, enthusiastic, group of people working to make this dream a reality; some in the capacity of committee members and some who would like to be volunteer riders (pilots). After getting some advice from Derby Community Action, we are now about to formalise our voluntary group, set up our bank account and start the serious business of fundraising! Interestingly, Lincolnshire county council has recently decided to support Cycling Without Age by providing funding for four tri-shaws in their area. Of course it would be amazing if Derby City Council would do the same, but even without their assistance we are determined to raise the money anyway, purchase a tri-shaw and start offering that 'wind in the hair' experience to residents of care homes within our city.

For anyone that didn't see my previous article, the concept of Cycling Without Age is the provision of free, slow, social rides, where a volunteer pilot takes one or two elderly passengers out on an electrically assisted tri-shaw. The emphasis is on re-connecting with nature, being outdoors, talking, laughing, sharing, evoking old memories and making new ones.

At the end of last year Ken Timmis and I attended the AGM, in Birmingham, of the newly formed Cycling Without Age UK; an umbrella organisation who will be able to offer support and advice to the individual groups. We were able to meet with other groups from around the country, some of whom are already up and running and others who are at the same stage as us. This was both useful and inspiring. The meeting took place at a care home in Bournville, and the tri-shaw pictured here was available for anyone that wanted to have a go. Two lucky residents of the home were then taken out for a spin and they returned smiling, waving and invigorated: there could be no better advert.

Although we now have a core group of people in Derby striving to get our group up and running, there is always room for more. If you are interested in helping in any capacity, or if you would like to be kept informed of our progress, please get in touch with me at:

Cathyjt63@gmail.com

Council urged to adopt 'Vision Zero' approach after cyclist's tragic death

Following the tragic death of a cyclist on the A52 near Markeaton Island on January 21st, Derby Cycling Group are urging Derby City Council to follow other cities and adopt a Vision Zero approach to road transport safety in the City.

Vision Zero is based on an underlying ethical principle that "it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system."

For too long many have considered traffic deaths to be inevitable side effects of modern life. While often referred to as "accidents," the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritises traffic safety as a public health issue.

Instead Derby City Council continues to prioritise motorised transport above all other forms—emphasised by their bewildering plan to close Friar Gate cycle lane and 'strip away' cyclists safety.

The death of a cyclist in Derby should be the

catalyst that spurs the Council into action by providing the best protection for Derby's vulnerable road users—starting with reversing the decision to close Friar Gate cycle lane and then by following other cities in adopting the Vision Zero approach without delay. We cannot tolerate further deaths and injuries on our streets.



Articles needed for the DCG newsletter

To keep the Derby Cycling Group Newsletter relevant and interesting, contributions from members of cycle related articles of any length for the newsletter would be very welcome. Please include photos / pictures if possible.

Send articles to:

newsletter@derbycyclinggroup.org.uk

Cycle accessibility in Derby by David Shield

Derby Cycling Group vision - "A city where everyone wants to cycle and everyone can"

This is not what everyone looks like:



'Everyone' includes people with physical impairments. Some of these people will be able to ride a standard cycle (often much more easily than they can walk) but may find it difficult to make certain manoeuvres or pass certain obstacles. Other people may be enabled to cycle by the use of adapted or non-standard cycles - trikes, recumbents, handcycles, wheelchair attachments, and many more. See Wheels for Wellbeing <https://wheelsforwellbeing.org.uk/> or Cycle Derby <https://www.cyclederby.co.uk/inclusive> for some examples.



'Everyone' includes people who need to move around with children, and who again may be using non-standard cycles to do this - cargo bikes and trikes, tandems, tagalongs, trailers, and so on.

'Everyone' includes people who need to move around carrying stuff. This again might mean cargo bikes, trikes, or trailers, or it may just mean a standard cycle which is made slightly more unwieldy by panniers.

A city where everyone can cycle requires a cycling environment which caters for all these different types of people and use cases. Sadly, Derby does not do well on this score. Even where we have cycle infrastructure, it is often only suitable for relatively strong, unimpaired riders of standard cycles - precisely the people who are least dependent on it. We see narrow sections, difficult turns, awkward cambers, bad surfaces and steep gradients. Worse, we see deliberate obstacles installed which are ineffective at their aim of stopping motorcycles, but very effective at stopping anyone that can't get off and pick up their bike.



We see 'Cyclists Dismount' signs used as a "Get out of jail free" card to duck out of dealing with design failures, ignoring the fact that dismounting isn't an option for some cyclists. We see cycle routes blocked for extended periods for works (as at present in the Riverside Gardens) without providing an accessible alternative. Derby needs to do better, both in rectifying the infrastructure that is already there, and build new infrastructure to a higher standard. If we do that, everyone wins - because accessible infrastructure will still give a smoother, more pleasant ride even to those of us fortunate enough not to depend on it.

We are about to launch 'Accessibility' as one of our key campaign themes (keep your eyes on the website). With this campaign, we want to amplify the voices of those most affected by inaccessible infrastructure, we want to push the Council from the centre to adopt better standards, and we want to provide tools and guidance so you, our members, can apply pressure to your local councillors to fix issues in your neighbourhoods.

If you are interested in getting involved with this campaign then get in touch via campaigns@derbycyclinggroup.org.uk. All support is welcome, but we are particularly interested in hearing, first hand, the experiences of people who use standard or non-standard cycles as mobility aids.



Inspired by the claim of Cambridge being England's cycling capital, Cathy Tester and I arranged to attend Camcycle's annual general meeting on the 18th January. Camcycle is one of the country's largest cycling campaign groups, having approximately 1400 members. It is probably no coincidence that Cambridge has the highest

proportion of journeys made by bicycles and almost half of those journeys are made by women.

Having visited Cambridge some years ago my vivid recollection was of bikes stacked in haphazard rows in front of the station. This time a taxi rank dominated the scene with a backdrop of modern ubiquitous concrete and glass edifices. Copious cycle parking is now provided by a modern, purpose built facility behind the station Ibis hotel. We rode to Trumpington, venue for the meeting, along a cycle track beside the guided busway, a pleasant smooth surface which attracted walkers, runners and cyclists. We arrived after riding for a mere 10 minutes from the station.

We were welcomed by Roxanne, Camcycle's Executive Director and first employee, who has worked there for five years and still enjoys the campaigning. The audience of 60 listened intently to Dr Rachel Aldred, Reader in Transport at the University of Westminster, and active travel advocate. Her presentation, entitled 'Cycling for All', drew from varied sources including her own research of active travel. We learnt about the inequalities in mobility, especially when considering driving. Referring to a paper by Kay Inckle, 'Disabled Cyclists and the Deficit Model of Disability', we were told that many disabled people find cycling easier than walking and yet the lack of knowledge and awareness impedes people with disabilities from discovering and utilising cycling. Women are more likely to suffer from disability during their lives and such exclusion can lead to isolation.



Most commuting journeys are made by men, travelling to their place of work, while women's journeys are frequently 'trip chaining' and often include educational escort journeys (taking children to and from school), which account for more journeys than commuting alone. Rachel indicated that the characteristic cycle journey distance for women is shorter than for men, thus detours or routes which add distance to their journeys will probably deter them from cycling. Also, women prefer separate cycle paths, routes on main roads deter them from cycling. Dark, poorly lit streets or paths

discourages people from cycling during the hours of darkness.

Sunday morning we set out to explore the city of Cambridge on our bikes. Heading around the city centre our expectations were soon dashed. We found that cycle routes were interrupted, having to take to the pavements and cross junctions on pedestrian crossings. Then so called shared paths were merely pavements with signs, having insufficient widths for cycles to comfortably pass pedestrians or other cyclists. The surfaces of many shared paths were broken and potholed, which made them most uncomfortable for cycling along, and potentially dangerous if winding between the holes. The riverside path was shared with families, dog walkers, runners and other cyclists, so we were frequently brought to a crawl.

Along the riverside path we came across the aptly named 'Riverside Bridge', a splendid construction that arcs over the river and continues across the flood plain, on stilts, to join the urban streets north of the river. This is a good example of how attractive and functional cycling and pedestrian infrastructure can be, and as we stood admiring the bridge a steady stream of people crossed in both directions. Away from the river we returned to the road system, painted white lines providing an ineffective separation from passing vehicle but then a red painted lane came to our rescue. As we approached a roundabout, the red lane split in two, with the left section following the kerb and the right moved into the centre of our carriageway, with vehicle precariously crossing our path we followed it to the roundabout where we were left without any demarcation, to fend off aggressive drivers circulating faster than we could pedal.

Frustrated with the unrelenting traffic we turned onto a road designated as 20 mph signs at the junction and markings painted at regular intervals on the road surface to remind drivers. However, we had not gone far, riding past rows of parked cars, when drivers aggressively forced their way past in the face of oncoming traffic. They drove well in excess of the marked speed limit, making what should have been a comfortable environment for cycling into one of fear and concern for our wellbeing. After a large white Porsche SUV skimmed past at excessive speed we decided that Cambridge was not the cycling nirvana we had expected and the local drivers were no better than anywhere else in the UK.

As we waited for our train we reflected on our experience; we had been enthused by the passion of Camcycle members but sadly disappointed by the reality of cycling in the city of Cambridge. Although there may be a little more cycling infrastructure than most cities, it was no better than any other. I guess this experience emphasised that in the years since many campaign groups started, be that 25 years or 40 years, there has been very little change in the provision of cycling infrastructure and this begs the question: How can we raise the game?

Transport and Climate Change Reports by Ken

Timmis

Over recent weeks there has been a plethora of reports produced by UK cities extolling the virtues of their plans to improve transport in the city or address the climate emergency. However they are not equal, having reviewed a few it is clear that some have little substance. They are full of grand words and masses of figures indicating the current state and how things need to change yet when it comes to specific policies they lack conviction and defined aims. However, there are some which take the bull by the horns and set out a clear plan which will upset a few people.

In January 2020 the **Birmingham Transport Plan** was published with much acclaim, while others looked on open mouthed at the effrontery of restricting car access. The introduction clearly sets out its aims;



Reduce transport's damaging impact on the environment, supporting Birmingham's commitment to becoming a carbon neutral city by 2030

Eliminate road danger particularly in residential areas

Connect people with new job and training opportunities

Reconnect communities by prioritising people over cars

Revitalise the city centre and local centres

Having the challenges of every modern city; such as climate change and air pollution while accommodating future growth, they have been quite clear on what is necessary and produced their vision;

The vision for Birmingham's transport is for a sustainable, green, inclusive, go-anywhere network

Safe and healthy environments will make active travel – walking and cycling – the first choice for people making short journeys.

A fully integrated, high quality public transport system will be the go-to choice for longer trips.

A smart, innovative, carbon neutral and low emission network will support sustainable and inclusive economic growth, tackle climate change and promote the health and well-being of Birmingham's citizens.

These are explained in more detail under four heading,

including specific key delivery components;

Reallocating road space:- allocating road space away from single occupancy private cars to support a public transport system, changing the way people and goods are transported in the city.

Transforming the City Centre:- the creation of a network of pedestrian and public spaces with public transport services and cycling infrastructure. Private car access to the city centre will be limited, with no through trips.

Prioritising active travel in local neighbourhoods:- walking and cycling will become how most people get around their locality most of the time. Cars will no longer dominate street life around homes and schools. 20 mph speed limit will be standard on all local roads. People will be prioritised in residential neighbourhoods and local centres.

Managing demand through parking measures:- parking availability, pricing and restrictions will be used to manage car demand. Land currently used for parking will be put to more productive use. The message is quite clear, Birmingham intends to priorities people over the car. Even to reviewing the city centre section of the A38, possibly re-routing around the ring road and returning that section of road to the people; as green spaces, for active travel and public transport. This report is a draft document which will be subject to widespread consultation with partners and stakeholders before being adopted.

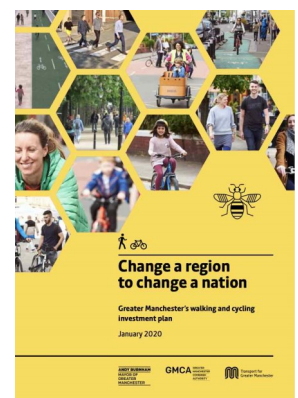
Also published in January 2020 **'Change a Region to Change a Nation' Greater Manchester's walking and cycling investment plan.** Building on the previous publications, this plan sets out that it intends to address societal problems:

Obesity; between 50% and 70% of adults are overweight or obese and physically inactive, cost over £500,000 every week.

Casualties; more than 700 killed or seriously injured on Greater Manchester's roads every year, about half being people who were walking or cycling despite making just 4% or the total distance.

Congestion; cost Greater Manchester £1.3 billion annually, while air pollution contributes to around 1,200 premature deaths each year across the area.

Despite enormous potential benefits from improving these aspects of modern life there is still insufficient budget to complete the plan.



Comprehensive plan

The Bee Network intends to connect every neighbourhood of Greater Manchester with high quality walking and cycling routes, giving a viable and attractive alternative to driving. The walking environment aims to meet the double buggy test, where parents and carers feel comfortable and want to walk. While for cycling it must be something that a 12 year old would choose to use and their parents would be comfortable to let them. The 12 year old also represents pensioners or someone who has not ridden since childhood; all those who could cycle instead of driving.

Without compelling reasons to try a new way of travelling and having the means to do so, it is unlikely that infrastructure improvements will be fully utilised. A programme to engage the community through; campaigns, cycle training, partnerships, promotion of active travel for first/last mile trips, and to/from public transport hubs is planned.

Community engagement

A programme of engagement activities with the communities will endeavour to embed a culture of walking and cycling. As most households don't have access to bicycles there is also a plan to provide bike hire within 500 metres of 100,000 households. Ongoing consultation is planned throughout the process to ensure the outcomes meet the locals need and that they have a real stake in the process. The ten year scheme has a significant funding gap, despite substantial potential benefits being created through economic efficiency and health there is still no mechanism from which they can be realised.

Unlocking potential

The UK's centralised regulatory system for highways stifles innovation at a time when rapid change to transport habits is essential.

To ensure the Bee network will reduce danger for people using it; a significant increase in enforcement will be needed to normalise safe behaviour. Cuts to road policing budgets have reduced officer numbers, to compensate Greater Manchester is proposing a strategy to self-fund the necessary enforcement activity to ensure people feel safe to walk or cycle. It is recommended that revenue from fixed penalty notices from road offences are kept locally and reinvested in road safety activity in the community where the offences take place. This strategy is already used in Scotland.

Recent studies have shown that the commonly used method of providing cycle infrastructure by painting white lines on the road surface can make people less safe. Greater Manchester is developing its own Street for All design guide to ensure consistency and quality of the scheme across all modes.

The short term nature of funding initiatives fail to enable

delivery bodies to invest in the needed specialist resources and expertise necessary to develop and deliver high quality schemes. Longer term funding enables retention of expertise and specialised skills, also give confidence to the whole supply chain.

Thoughts

There is a growing awareness that society needs to change its relationship with the car, the arguments are clearly set out in Birmingham's and Greater Manchester's plans.

Despite having great economic, health, and quality of life benefits for the respective communities they face a difficult task in obtaining the necessary funding and then battling with the centralised authorities to get approval for such radical plans (only in the UK are such plans radical).



Cycling Infrastructure in the Netherlands by Ken Timmis

Cycling around northern Europe in 2017 we were excited to ride across the Belgian border into the Netherlands, although the cycling infrastructure had been improving as we

approached the border, we were immediately impressed with segregated cycle paths. As we rode further into



the Netherlands we found the drivers extremely respectful of cyclist: we never really became accustomed to this level of consideration. The Netherlands lived up to all the accolades. As we continued our ride around northern Europe we found that most towns and cities had some cycling infrastructure within their boundaries, either shared pavement or segregated cycle routes.

Returning to the UK it became startlingly apparent that we have some of the worst cycling infrastructure and most aggressive drivers. I wanted to understand how the Dutch have come to their philosophy for road design and construction, so I set about researching the history of cycling infrastructure in the Netherlands. This led me to the Sustainable Safety approach which sets out to prevent (serious) crashes from occurring and if this cannot be done, then to prevent severe injury. Their vision is 'A sustainably safe road traffic system prevents road deaths, serious road

injuries and permanent injury by systematically reducing the underlying risks of the entire traffic system. Human factors are the primary focus: by starting from the demands, competencies, limitations and vulnerabilities of people, the traffic system can be realistically adapted to achieve maximum safety.’ The definition of ‘Sustainable’ in this context means ‘a development that meets the current demands without impeding the possibilities of future generations to fulfil their needs’. Although launched in the 1990’s as ‘Towards a sustainably safe road traffic’ it was updated in 2005 as ‘Advancing sustainable safety’ and more recently in 2018 as ‘Sustainable 1 safety’. The principles are summarised in Table 1.

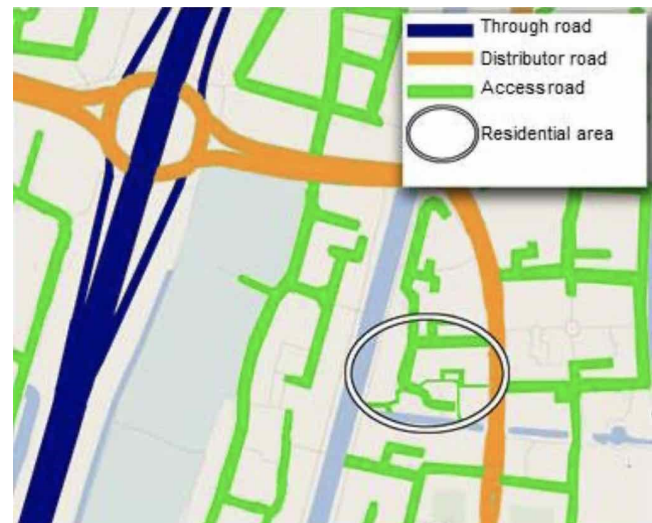


Figure 1 Three functional road types as the basis of a sustainably safe road traffic

(Bio)mechanics

Previously defined as ‘homogeneity in mass, speed and direction’ this principle has been expanded to ensure traffic flows and transport modes are compatible with respect to speed, direction, mass, size and degree of protection. This is supported by the road design, road environment, vehicle and, where necessary, additional protection devices. The design principle implies that fast moving traffic is separated, either physically or in time, from slow moving traffic, from traffic in the opposite direction, from traffic with a substantially different mass or width, from hazardous obstacles, and from vulnerable road users. Roads and the environment are designed and built with free flow speed that is safe in the event of an incident, see Table 2.

Road situation by road user	Safe speed (km/h)
Road with conflicts between cars and slow traffic	30
Intersections with lateral conflicts between cars	50
Road with possible frontal conflicts between cars	70
Roads without frontal or lateral conflicts	>100

Table 2. Implementation of Safe Speed Limits

Psychologics

The essence of psychologics is to align the design of the road environment with the road user competencies and expectations. Information from the traffic system is perceivable, understandable (“self-explaining”), credible, relevant and feasible. Road users are capable of carrying out their traffic task and to adjust their behaviour according to the task demands for safely participating in traffic under the prevailing circumstances, and applies to drivers (skilled and fit for the driving task) as well as non-motorised road users (skilled in dealing with the traffic and fit to participate in traffic).

Towards a sustainably safe road traffic (1992–2010)	Advancing sustainable safety (2005/2006-2020)	Sustainable safety (2018-2030)
Functionality of roads	Functionality of roads	Functionality of roads
Homogeneity in mass, speed and direction	Homogeneity in mass, speed and direction	(Bio)mechanics: minimising differences in speed, direction and size whilst maximising protection of the road user
	Physical forgivingness Social forgivingness	
Predictability of traffic behaviour by a recognizable road design	Predictability of traffic behaviour by a recognizable road design	Psychologics: aligning the design of the road traffic environment and road user competencies
	State awareness	
		Effectively allocating responsibility
		Learning and innovating in the traffic system

Summary of the development of Sustainable Safety:

Table 1. Summary of the development of Sustainable Safety

The following briefly explains each of the principles:

Functionality of roads

The intension is that each road section and intersection should have only one function for all modes of transport (mono-function): traffic flow function or exchange function. The design principle of functionality identifies that the road network is ideally a hierarchical and functional structure of these functions;

- Through roads (flow function on road sections and across intersections)
- Distributor roads (flow function on road sections and exchange at intersections)
- Access roads (exchange function on road sections and at intersections)

The road functionality is illustrated in Figure 1 Three functional road types as the basis of a sustainably safe road traffic:

According to the psychology design principles, road users should be able to process this traffic information correctly - in particular senior road users, who are generally faced with diminishing physical and mental abilities, often aggravated by illness and disabilities.

Responsibility

The responsibilities are allocated and institutionally embedded to maximise road safety for every road user and optimally integrate with the inherent roles and motives of the parties involved. In principle, road users follow the rules and set a good example for children and teenagers.

The national government is responsible for the system, and as such carries the ultimate responsibility. It has the inherent task to protect its citizen and to provide them with the opportunity to live in freedom and safety. Planners, road authorities, enforcement officers, lawmakers, safety education officers, and other traffic professionals have operational responsibility to realise a sustainably safe traffic system. The private sector, including vehicle manufacturers, supply products that offer road users maximum physical protection for themselves and those around them, and support them in making safe behavioural choices.

Learning and innovation

Traffic professionals continually learn how they can improve their policy. An organisational system is implemented to review developments and reacts to those decisions: innovations based on knowledge of causes of crashes and hazards (plan), implementing these innovations (do), monitor their effectiveness (check), and make the necessary adjustments (act), ultimately resulting in fewer crashes and casualties.

Organisations assure knowledge transfer within their own networks, to ensure continual and systematic improvement. Achieved by training, exchanging knowledge with other disciplines and organisations and continual professional development.

Thoughts

Riding a bicycle in the Netherlands is pleasant, comfortable and enjoyable. There are many segregated cycle routes but



also a lot of shared roads and, most surprising for us, the drivers are considerate to cyclists. At road junctions priority is clearly identified, the raised coloured cycle path, crossing the minor road, having right of way and light

controlled cycle crossings are timed to minimise cyclists wait. Roundabouts, something of dread in the UK, but are a delight in the Netherlands having separated cycle and pedestrian paths where vehicles stop to allow cyclist and pedestrians to



progress unhindered. Urban streets (access road) are mostly constructed of red brick, indicating the context, and a comfortable maximum speed of 30 km/h, making them welcoming for cyclists. Also, many urban streets are one-way with either marked or implied contra flow cycle lanes. The brick road surfaces are used universally for low speed urban areas and junction crossings, giving drivers a physical and audible indication of the environment they are driving in. City centres are pedestrianised, usually with cycle access and cars routed around a ring road with limited access between neighbourhoods. It was only later, as we struggled through Hamburg's busy streets, stopping at every junction and traffic



light, waiting for permission from drivers before crossing, that we realised how the well designed, cohesive, connected, Dutch cycle infrastructure makes riding a bike so easy.

Our experience proved that the Dutch 'Sustainable Safety' results in a road network that prioritises vulnerable users, yet works for all. With changing demands on their network they have the flexibility to adapt to the new circumstance, particularly catering for growing cycling population. Other countries have adopted similar approaches to road safety, notably Sweden's 'Vision Zero'. With some of the crises that face the UK we should be considering how to change our transport system for the benefit of the people!

Images courtesy of Bicycle Dutch.