

THE CYCLING ROLLER-COASTER

By *TONY ROELICH*

2011 was a roller-coaster for cycling in Derby. At the start of May we were celebrating the completion of the Connecting Derby cycle routes and those around the revised Raynesway Park Junction by making awards to these projects for Services to Cycling.

But two weeks later our council leader publicly announced his intention to re-open city centre roads to through traffic. That was followed up with news that Cycle Derby is no longer a core council service and must pay its own way; Derby has failed to secure £13 million of Local Sustainable Transport funding; a cycle lane on Normanton Road was removed to make way for on-street parking; Active Travel was given a low priority in the Local Transport Plan; the Riverside Path has been closed for 8 months without a suitable signed diversionary route having been provided (it wouldn't be allowed with a road) and East Midlands Trains were stalling on the redevelopment of the station forecourt, which would see a massive increase in cycle parking and better cycle routes through the area.

Many of the DCG committee have campaigned hard over a long period on many of these issues and it is easy to get disheartened at these events. However there is positive potential for the future. Clowes Developments engaged with us to enhance the sustainable travel element of their Friar Gate Goods Yard re-development. They revised their plans several times to improve the cycle routes through the area. The Cathedral Quarter is developing a Bicycle User Group (BUG) and has

been talking to us about the most effective ways to attract cyclists to that area; there is talk of a cycle hub and a secure cycle park. So developers and local businesses acknowledge the benefits that cycling can bring. We know there are many dedicated to cycling in the Council's Highways and Transport Planning teams (they designed and built the Connecting Derby cycle paths) so why have there been so many disappointments this year? The common theme is our politicians. Our councillors are the one influential group who are failing to consistently support cycling, despite its popular appeal. Sometimes they explicitly oppose cycling when they campaign to remove cycle facilities, at other times they just fail to engage and support it as with the Riverside Path and the station. The velodrome has very mixed support from the parties; some recognise the huge benefits it will bring to Derby, others want to spend the money elsewhere.

DCG can help to correct this situation or rather you, the members of DCG, can. Between now and the council elections in May we would like all of you to lobby your local councillors to ask for better cycle routes and more cycle parking in your local area. Write to them about specific issues; ask for specific solutions. Go to your Neighbourhood Forum and ask about cycling issues; apply to sit on your Neighbourhood Board and suggest safety improvements and new routes. With council elections in May, ask them what their party's cycling policy is for Derby. In this way you can raise councillors' awareness of cycling so it registers with their primary concern - "there are votes in this for me".

I hope many of you can join in the campaigning to help achieve better outcomes for cycling in the future. The committee will also be working to develop the awareness of cycling issues with city

councillors, but we cannot reach them all. Local people raising local issues will be a big help to reinforce the message.

City Council Contacts: The following internet addresses give you access to the names and contact details of your local city councillors and neighbourhood managers. Also, you could find the information on dates of the next neighbourhood forum in each council ward. <https://cmis.derby.gov.uk/cm5/Councillors.aspx> & <http://www.derby.gov.uk/council-and-democracy/>

COMMITTEE MEMBER PROFILE

IAN DENT - DCG WEBSITE

CO-ORDINATOR

• **How long have you been with DCG?**

Originally joined too long ago to remember and had a passing interest in the aims and activities of the group but have become more active over the last 3 years.

• **What is your role?**

Currently looking after the website but have acted as newsletter editor and membership secretary over the last 3 years.

• **Where are your favourite bike rides?**

Always been interested in cycling and on a regular basis cycle for leisure. Over the last year we've gone from a 2 car family to a 1 car family and I now use the bike most days for commuting. In the past I did do some cyclo-cross racing but got fed up coming last in each race so have now retired! I like the ride up the Manifold Valley Trail from Waterhouses in Staffordshire. It includes excellent scenery and points of interest (e.g. Thor's Cave), good climbs and downhills at the north end by going around "Back of Ecton", a disappearing river, and no traffic. I've done this in winter with a couple of inches of snow on the ground and I must have been the only person on the trail.

• **Which are the bikes you own?**

Couple of mountain bikes, cyclo-cross bike and Brompton folder. The Brompton now gets most usage as I commute to Nottingham each day using the Red Arrow coach.

• **What do you do outside Derby Cycling Group?**

After many years working in IT, I am once again a student and am exploring the application of data mining to electricity meter data! This takes up a lot of my time but I also try to occasionally play golf and take the odd holiday. As well as the Derby Cycling Group I am a volunteer ranger for Sustrans looking after part of the Breadsall Greenway. I'd like to do some more cycle touring but need to improve my available time and fitness levels first.

GYROSCOPIC EFFECT - *Stability of a bicycle*

By VIJAYA RAMISETTI

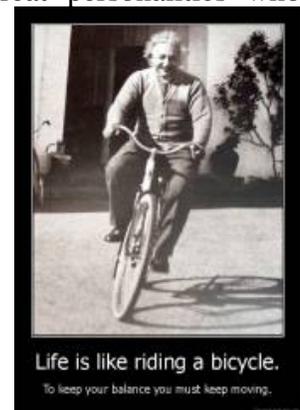
"Einstein, Elvis Presley, George W Bush"

A never ending list of great personalities who

had one thing in common; riding a bicycle. Albert Einstein won the Nobel Prize for his theory of relativity. He said once: *"Life is like riding a bicycle. To keep your balance you must keep moving."*

<http://bicycling.about.com>. I have often wondered, what makes a bicycle stable with only two contact points when we need 3 contact points to keep things stable when stationary.

Firstly, why doesn't a cyclist fall over when a bicycle isn't perfectly upright? Secondly, when taking a turn, why cyclist lean so far over and how he/she



Einstein

could maintain it without falling over? What is the physics behind it? Have you ever wondered? Here is the answer to those questions.

In a stable vertical position the entire gravitation pull will be taken care by the bicycle tyres. If the cyclist leans to one side then the cyclist experiences downward (gravitational) force which should make the cyclist fall. In actual fact due a resisting force will be generated due to the wheels rotation which opposes the gravitational force and helps the cyclist to maintain balance. This resisting force is called a gyroscopic couple. The same principle applies when making a turn. Then the gravitational pull tries to pull down the cyclist but the gyroscopic couple opposes the gravitational force and helps the cyclist to maintain a stable inclined position.

The rotational axis of the wheel, the turning axis of the bicycle handle and the axis of gyroscopic couple will act in perpendicular direction to each other which is an example of Fleming's right hand rule. So, next time when you go out cycling remember this invisible life saver.

THE TIMES "CITIES FIT FOR CYCLING" CAMPAIGN

By *IAN DENT*

The Times newspaper is throwing their considerable weight behind a campaign to improve the experience of cycling in cities and the DCG is pleased to add their support. The campaign has an eight point manifesto including improvements to lorries, road junctions, cycle routes and driver training as well as a call for a 20 mph speed limit in residential areas. The campaign is looking to collect names of supporters to increase the impact of the campaign and is also asking supporters to encourage positive support from their MPs. You can find more details and get involved at <http://thetimes/cyclesafety> website. The site includes loads of testimony from cyclists as well as discussions on what could be possible and how to

refute some of the arguments from anti-cyclists (e.g. "you should pay road tax!").

The goals of the campaign match those of the DCG so all members are encouraged to add their support. It's rare that such a big and influential organisation as The Times chooses to support cycling and we should do everything we can to make their campaign as successful as possible. If only 1 of the 8 manifesto points were to be implemented across the country it would be an excellent result for the UK and for Derby.

CAMPAIGNS ROUND UP

By *TONY ROELICH*

- Connecting Derby - City Centre Through Traffic: Cheapside, Friargate, and Curzon Street have been opened up to through traffic. However, hardly any increase in traffic in the area has resulted, which shows DCG were correct to say that more analysis on the cause of the reduced number of shoppers was needed. The truth is, the ring road is doing it's job at keeping through traffic out of the city centre. These changes cost £90,000 and achieved nothing. That money could have been spent promoting Cathedral Quarter to attract more people in, or it could have paid for Cycle Derby for six months.
- Cycle Derby has now been returned as a mainstream council service with "core funding" for 2012 this is fantastic news for a fantastically successful, cost effective project. Hopefully this will also help Derby win the next bid for £5million of Local Sustainable Transport (LSTF) fund money. However, the Cycle Derby's funding must become permanent.
- LSTF - the final chance to win money to develop sustainable travel in Derby over the next three years. The bid is in, keep your fingers crossed. If the bid fails, Derby is in dire straits for cycle funding.

- Station Forecourt: Finally, East Midlands Trains has bought into the plan and building of a new forecourt should start soon. The cycle parking in front of the station will expand to 140, with improved cycle access routes. We are continuing to engage with the design teams to make sure this becomes reality.
 - Velodrome: We have been working with local cycle sport organisations and supporting Cycle Derby to campaign for the creation of a velodrome and closed road race circuit as part of the new Multi Sports Arena on Pride Park. We are hopeful that the velodrome will be started in June but there are concerns about how the road circuit will affect the adjacent nature reserve. We are working with the council and local nature conservation groups to find a way to get the road circuit without harming the nature reserve. It comes down to how the car parking for major events and the football are managed; more imagination is required and more aspiration and practical schemes for getting people to walk and cycle more to the venues.
 - Following the excellently designed cycle paths and lanes installed by Connecting Derby along Mercian Way and Lara Croft Way, we want to use these cycle routes as a benchmark to get more of the same, and better, in new developments around the city. The first candidates are already here:
 - Eastern Fringes Urban Village/Castleward: (ie the area between Traffic Street, London Road and the railway station). We are to meet the project team to discuss what cycle facilities are required. We want to see the cycle routes along Traffic Street and further afield improved so that people living within the Eastern Fringes development can easily cycle to any part of the city centre.
 - London Road railway bridge has received outline funding for its replacement. Design work is underway and we are campaigning for a wider bridge which will accommodate separate footpaths, cycle paths and road. We would like to see these cycle paths extend from Midland Road all the way to beyond the old canal bridge near Wickes. This would create a fantastic direct route to the railway works area and the city centre.
 - Gritting Cycle Paths: Some members have reported icy surfaces on cycle paths and we want to build a case for the main routes (eg Riverside Path, Rail Trail, Canal Path) being routinely gritted. Please report any incidents you have to Streetpride (03332 006981) and let us know the details and your Streetpride case number. We cannot progress your issue but it will allow us to build a case for regular gritting.
 - West Chellaston Business Park will be built using £40 million of government money. It offers a chance to build great cycle routes to the new commercial businesses, which will connect to large residential areas via the existing cycle routes along the canal path and Sinfin Moor Lane. DCG are already pressing for an early meeting with the developer and the city council to lobby for the very best facilities.
 - Friar Gate Goods Yard: The outline planning permission for this project has been granted and includes an off-road cycle route running from the bottom of Uttoxeter New Road to Friar Gate (avoiding Stafford Street) another from Uttoxeter Old Road to Friar Gate and a ramped access from South Street giving a route through to Great Northern Road. We are keeping a watching brief for detailed planning applications. Our thanks go to Clowes Developments for the way they have engaged with DCG to develop the plans for these and other cycle facilities.
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