



# Newsletter



Autumn 2019

## Cycle September by Lucy Giuliano

We're starting autumn by promoting cycling across the city for Love to Ride's global bike challenge - Cycle September.



Love to Ride is an online & app based platform that encourages cycling by providing incentives and supporting peer engagement. Throughout September, they're looking for as many new and regular cyclists based in Derby to register and get on their bikes for only 10 minutes to earn points which contribute to a local, national and global leader board to win prizes ranging from brand new Ribble e-bikes to track cycling sessions at Derby Arena. Love to Ride records distance, reason for cycling and the reduction in pollution so it is also an influential lobbying tool for better infrastructure. There are many cycling themed events to get involved in including the regional premiere of a new documentary 'Sharing the A105' followed by a lively panel discussion on the topics raised in the film and the future of cycling in Derby on Thursday 19th September at 7.30pm at the University of Derby Enterprise Centre. To find out more visit the bespoke Derby site: [www.lovetoride.net/derby](http://www.lovetoride.net/derby).

## Cycle September Launch Event by Ken Timmis

Tuesday 3rd September was the launch event for Derby's Cycle September at the Spot. There was representation from a cross section of Derby's cycling community, including; Love to ride, Derby Connected, Cycle Derby, Sustrans, Derby Cycling Group, Life Cycle UK / Bike Back Derby. In addition, the Police participated, security marking bicycles, and Dr Bike

provided an excellent service repairing bikes that continuously appeared throughout the day. Three gazebos contained tables laden with leaflets, maps, pencils, pens, T shirts and an assortment of cycling paraphernalia. A steady stream of people visited the stands enquiring about cycling in and around Derby, many leaving with a Derby cycle map in their hand and enthusiasm about riding around the city.



Talking to people it became clear there was a great interest in cycling, with many parents asking where they could ride with their young families away from traffic and children proudly telling us how they enjoyed riding to school. Several older people indicated they rode for health reasons, some having conditions which prevented them from driving with their bicycle being their primary means of transport. These discussions emphasised that the bicycle, for a great many people, is the sole means of transport, yet many felt they were restricted by poor roads and heavy, aggressive traffic.

There was a great positivity in everyone we spoke to, with a wish to see cycling facilities improved that would allow them to cycle more. Everyone who gave their time to manage a stand enjoyed their interactions with the public, received useful feedback, and felt enthused by the positive responses. At the end of the day we had all packed the gazebos while Dr Bike valiantly finished fixing the last bike of the day.



## East Midlands Cycle Forum 2019 by Ken Timmis

On 22 June Derby Cycling Group had the pleasure of hosting the East Midlands Cycle Forum at The Waterfall, conveniently located opposite Derby railway station. In addition to a good turnout from the Derby Cycling Group members there was also good support from cycling groups around the East Midlands.



The day commenced with a presentation from Phil Jones, of Phil Jones Associates consultancy. Phil has participated in several high profile cycling bodies, including; the All Party Parliamentary Cycling Group and participating in the drafting of the DfT's cycling infrastructure guidance. We were somewhat shocked to hear that, as cycling campaigners, we are categorised as either "strong and fearless" or "enthused and confident", meaning that we are happy to cycle on the roads with little or no cycling facilities. Whereas, some 60% of the population is termed as "interested and concerned", who would only consider cycling if high quality infrastructure was in place. He outlined the plethora of standards and guidance that have been produced by different organisations across the UK. He described some aspects of the cycling infrastructure that is being incorporated into the new guidance, but emphasised there was still no compulsion to use the document and that there is a need to educate planners and road engineers in the needs of bicycle traffic. Concluding, Phil showed a map of Derby with a circle, of 5 mile radius, centred on the city centre, indicating that everywhere in the city is well within easy pedalling.

Andrew Safrey, also of Phil Jones Associates, talked about the LCWIP (Local Cycling and Walking Infrastructure Plan). He explained the governments aspirations as set out in the 'plan', the ambition 'to make walking and cycling the natural choice for shorter journeys or as part of a longer journey'. The responsibility being placed on local authorities to produce the plans of how they intend to facilitate a doubling of 2013 levels of cycling and walking by 2025. Andrew indicated that most journeys are multi stage, calling at shops, schools, work, etc.

He noted that in the UK only about 30% of bicycle journey are made by women whereas in the Netherlands it is at least 50%.

### Campaign Group updates:

**Derby Cycling Group;** Improvement include city centre bike access, cycle paths;

Millennium Wood, Windmill Hill, Darley Park shared path. EBikes hire implemented but recently withdrawn following vandalism. Air quality issues - city council plan to remove cycle lane in Friar Gate.

**Derwent Valley cycle route;** Funding and marketing to support the project. Derbyshire County Council concern with the ongoing maintenance of infrastructure.

**Chesterfield Cycle Campaign;** Ride Chesterfield hope that a new consultation procedure will be agreed with the council. Further cycle path upgrades and a new bridge installed.

Introducing a new schematic map of Chesterfield cycle network which includes location nodes, as used on Dutch cycle routes.

**Ride Bolsover;** Being a small ex-mining community the cycling issues are different to most of the urban areas. Having plenty of disused railway tracks, that once served the multitude of mines, an opportunity arose to convert some to cycling and walking trails.

Taking the role of planning agent to develop cycle routes around the area and connect with other existing trails. Volunteers could then clear vegetation in preparation for laying the paths.

**Leicester Cycling Campaign Group;** Unidirectional cycle paths are being installed along main roads into the city. The 'Get behind the box' campaign, to raise awareness of the Advanced Stop Line (ASL) and that it is an offence for motor vehicles to stop within the box, which is reserved for cyclist. Offences can be reported online but there is no mechanism for feeding back information.

**Pedals (Nottingham);** The group has recently refocused the website. They are trying to broaden the membership and using different approaches to attract people; social events have included a film night, showed 'Going Dutch', and an afternoon talk by Peter Walker.

Promoting a positive and progressive image of the group and cycling in the city.

**Sustrans Ranger;** Promoted the route checker. Currently organising monthly rides to encourage new riders. Trying to attend more events and work with others to motivate more people to cycle.

**Lincoln;** Campaign as Cycling UK lincs.



**Cycle Sheffield;** The website shows 'reimagining streets' which illustrates what Sheffield's streets could look like if they were designed for people rather than cars.



The present



Reimagined - for walkers & cyclists

The group has changed its membership structure to an online application without a specific membership fee, rather suggesting donations.

#### Visits:

Most attendees moved to the nearby Bike Back Derby workshop, where a short presentation was given on the charities operation; donated bicycles are renovated in the workshop or at local prisons, where inmates have the opportunity to work for a qualification in cycle maintenance while renovating bicycles. The rejuvenated bicycles are then sold to the public, voucher towards the cost of a bicycle can be obtained for those seeking employment, in education / training or seeking asylum.



The gathering rode along the riverside path to the Velodrome where we had a glimpse of the track, unfortunately only a few cyclists were practising starts on the track and not attempting to ride around the vertiginous curves. A little further along the riverside path a final stop was made at the BMX track. Where youths rush up steep slopes to jump over dips to the next hump, a few brave souls from the group joined the locals negotiating the undulating track.

A leisurely ride back to Derby railway station concluded the days captivating events. I am sure that all attendees will join me in thanking Dave Clasby for arranging the event and finding two inspiring presenters. Also thanks to all the other presenters for updating us on their groups activities.

## Social Bike Rides with Sustrans Derby

by James Thatcher

The rides are part of a series of social rides to explore the cycle paths around Derby, and develop your cycling skills. The rides will be a friendly way to get out on your bike and meet new people. Rides will include a rest mid-way with a chance to purchase refreshments.



The next planned ride is:

- **Saturday 5th October**



This ride will go along the Great Northern Greenway past Breadsall. Meet 10am outside the Council House.

To register for the ride and for more information click on the link <https://www.eventbrite.co.uk/e/>

[social-bike-ride-with-sustrans-derby-october-tickets-71788257611](https://www.eventbrite.co.uk/e/social-bike-ride-with-sustrans-derby-october-tickets-71788257611)

After that we are planning to stop the rides over the winter. We might do a one-off ride in December but haven't decided a date yet.

## Derby Cycling Group members monthly meetings

Derby Cycling Group members monthly meetings are held on the first Tuesday of the month at 7.30pm upstairs at The Tap, Derwent Street, DE1 2ED. The Tap is one of Derby's leading real ale pubs.

Come and join us for cycle related news and discussion with fellow cyclists—and also sample The Tap's excellent range of beverages, both alcoholic and non-alcoholic.



## Articles needed for the next DCG Newsletter

If you have any articles for the next DCG newsletter please send by the end of November to

[articles@derbycyclinggroup.org.uk](mailto:articles@derbycyclinggroup.org.uk)

## Review of Clean Growth: Technologies for meeting the UK's emissions reduction targets report by Ken Timmis

The House of Commons Science and Technology Committee published their latest report; Clean Growth: Technologies for



meeting the UK's emissions reduction targets, on 17 July 2019. The report has reviewed

expert evidence from across industry, commerce, government and academia to determine how the country is meeting its declared objectives to reduce carbon emissions. It focused on the areas where there are currently recognised high levels of carbon emission, and the section of particular interest being Decarbonising Transport.



It is horrifying to read that transport is responsible for 27% of UK's territorial greenhouse gas emissions and it is the only major sector in the UK energy system to have increased emissions over the last carbon budget. The blame has been placed on the reduction of fiscal measures to encourage the purchase of low and zero emission vehicles, and hence consumers buying less efficient vehicles. Also, the fuel duty had been frozen for over 10 years, whereas the price of rail and bus travel had risen every year, so making the private vehicle more attractive than using public transport. The targets for emissions was considered too lax, with many countries setting more ambitious targets than the UK and even some vehicle manufacturers setting ambitious objectives.

The report comments on the environmental impact of changing to electric vehicles which includes extracting, processing and recycling of the valuable materials used in their construction. It goes on to suggest that hydrogen technology may prove to be cheaper and less environmentally damaging than battery powered electric vehicles and that the government should not rely on a single technology.

The current targets for reducing transport emissions is focused on the sale of low or zero emissions vehicles and providing the systems that support their use. The report recommends a strategy for delivering a low emissions transport system, 'this should aim to reduce the number of vehicles



required, by: promoting and improving public transport; reducing its cost relative to private transport; encouraging vehicle user-ship in place of ownership; and encouraging and supporting increased levels of walking and cycling' (one of the few time that walking and cycling appear in this report). There is mention of e-cargo bikes for last mile deliveries but emphasis is still on low and zero emission vehicles.

A late submission by the Interim Clean Growth Minister listed the main policies whose emissions reduction potential had not been included in the governments projections and near the end of that list can be found 'an ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey by 2040'.

It is quite clear that cycling and walking are not in the minds of our politicians and decision makers. This report, which looks at technologies for meeting the UK's emissions reduction targets, makes little reference to cycling and walking as a viable option for short journeys, despite 68% of all journeys being less than 5 miles. Copenhagen have set ambitious target of becoming carbon neutral by 2025, and the bicycle is an essential part of their plans. In the UK politicians make grand



gestures about reducing our impact on the environment yet there is little evidence to support their ambitions, we need direction from the government but, also, we need to make changes to our lifestyle and cycling can become integral to that change.



## E Bikes: Are they the future of urban transport?

by David Clasby

This is just an opinion piece, but since it is my opinion, it is bound to be right! I have owned a Peugeot E bike now for about 2 years. It comes with the bottom bracket mounted Bosch motor and a 300w battery. It is set up as a tourer with



rear rack, full mudguards and front hub dynamo. On standard assist setting and on relatively flat ground I have a range of about 55 miles. Now in my mid fifties I was concerned that I was giving up standard bikes too early to move to an E Bike. I had all the prejudices. Then I was offered a test ride by Tim Hudson at Future Cycles in Leicester. It is the most WOW moment I think I can remember on a bike. The first time I engaged the assist and pushed down on the pedals my face lit up with the biggest grin as the bike just took off. 2 years later I absolutely love it. Here is why and why they are the future of urban cycling.

First and foremost they are enormous fun. They do take some of the hard work out of cycling but that makes them superbly accessible to so many people. I ride mine when I want to go to meetings with work and don't want to arrive sweaty. I have cycled from Derby to Matlock County Council offices in just over an hour and arrived without a sweat. You can, if you want to, get up a sweat and push yourself. I do this when I commute to work on it to Nottingham from Derby. It makes longer distances more realistic for me. I am mostly a utility cyclist so never usually build up the miles to do long distances. So when I want to cycle a longer distance an E Bike is ideal. Range anxiety is a concern but you can take your charger with you. If you stop at a café and order some food you can ask if you can plug in your battery. Mine uses about 7p of electricity to do a full charge!

E Bikes appeal to people who are concerned about hills. They are perfect for hills as they take away all the pain especially the E bikes that have variable settings for assist. Interestingly research has shown that people who buy E Bikes when getting back into cycling, cycle further than people who buy standard bikes when returning. The other key factor for me is that

anything that gets people out of cars and improves my air quality has to be a good thing. E Bikes have that fun and practical factor. I know there are people who have bought E Bikes so they can commute around 10 miles one way per day. The E Brompton seems to be very well regarded to by the people I know who own it. Uber have bought the company that make the Derby E Bikes and are going to be including E Bikes on their apps. Uber see the E Bike as a critical component in future urban transport and I agree. I still use my standard bikes for nearly all my personal urban journeys but just having my E Bike gives me a fun and practical alternative. I would strongly urge any of you reading this to have a go. You will not regret it and you will have a blast at the same time.



## Pennine Cycleway

by Ian Dent

Recently I spent a week riding the Pennine Cycleway (NCN 68) from Berwick-on-Tweed to Derby and would highly recommend the "challenge route". I've written up my experiences and posted them online together with GPS files and my (purely personal) recommendations on where to stay. Some great scenery and very quiet roads plus a few off road sections. One thing to remember is that throughout there are hills!



See <https://dent.org.uk/cycling/pennine-cycleway/> for details.



I particularly like the Ayvri software that lets a viewer "fly through" the route although this doesn't work on all phones and is best viewed on a computer. It shows the excessive number of breaks and rests that I had!

## Living without a car by Ken Timmis

I first experienced the joy of driving as a teenager, having a new driving licence in my pocket, I set out with a new found freedom to roam the roads. Over the years the joy of driving slowly evaporated, inversely proportional to the number of vehicles on the road. The growing aggression and intolerance of drivers extinguishing any vestiges of pleasure that remained in driving.

My aged car had succumbed to a number of ailments and I started to consider whether I could manage without a car. I cogitated for weeks, a car had been part of my life since gaining my license all those years ago. As 2019 dawned my ailing car officially became restricted to the drive. Without the easy option of jumping in the car my travel choices now included; walking, cycling, taking a bus or taxi, and for longer journeys the train. Should I need the flexibility of a car then one can be hired at a modest cost.

During the winter inclement weather curtailed my cycling, with treacherous icy roads I abandoned several journeys. Wrapped in many layers we would venture out to walk footpaths and trails before returning to the comfort of a warm home. Thankfully the balmy spring days encourage more cycling, taking longer rides on the trails around Derby and venturing to the Peak District.

The mundane task of driving to the shops is taken for granted, dropping those bulky economy packs into the boot is easy. However, when shopping by bicycle or on foot we go equipped with bags or rucksacks to carry our purchases home, but mindful to buy only what we can carry. We have found a surprising pleasure in walking into the city as we can indulge in coffee and cakes or call at a friendly hostelry to enjoy a relaxing pint, totally guilt free as the calories will have been burned off by the time we return home.

Finding secure bicycles parking can be a problem, most supermarket cycle parking tend to be out of the way and not



visible to people passing by. Generally we walk to our local shops which solves the problem of parking our bikes. Yet throughout Europe all supermarkets have cycle stands and invariably located adjacent to the entrance.

Having lived quite satisfactorily without a car for several months there have still been times when the flexibility they offer could make life much easier. Recently my elderly mother visited but having difficulty in walking our horizons were severely restricted, a car or other transport would have

allowed us to make local journeys at will.

Generally the experience of living without a car has been positive and reaffirming, but with the obvious limitations. I don't have any plans to get another car in the immediate future.

## How I gave up my car and survived! by Tim Saul

Moving from a remote rural area to Derby 4 years ago drastically reduced my car mileage as for the first time in many years all life's requirements i.e. shops, schools, leisure were within a 1 or 2 miles reach. So walking and cycling became for me by far the easiest option. No more issues wasting time sitting in gridlocked traffic or finding a parking space. And as an added bonus I lost weight and felt great.

At the beginning of 2018 my job changed. I no longer needed a car for work so switched to cycle commuting. My car was left sitting on the drive for longer & longer periods unused and unloved, so I began to evaluate the need for continual car ownership.

My biggest fear in giving up the car was taking and fetching my kids from their leisure activities (I'm a single parent) and visiting my friends and relatives where public transport was not a viable option. The solution to this came from the excellent Co-Wheels car share scheme. With a monthly £5 membership I could



access to several cars parked on several sites around Derby City Centre with payment based on time and mileage used. At the end of January 2018 I joined the Co-Wheels car share, took the plunge and parted with the car.

So how's it gone? Well firstly the negative - excellent though Co-Wheels is I have to cycle over a mile to the nearest car so it can be a bit time consuming fetching a car when you only want it for a short period. But as I'm only using a Co-Wheels car barely once a month now it's hardly a major issue. I'm hoping that in the future as car share schemes grow in popularity, cars will be sited in Derby suburbs and nearer to my home.

And the positives—where do I start! A major boost to my finances, a feeling of liberation, reduction in stress, discovering the joys of the near (my life has become more parochial which is joyful), the kids increasing independence as they themselves get used to walking, cycling and using public transport.....I could go on and on!

I'm very optimistic that I will never have to resume car ownership and can be parted from the 4 wheeled burden for life. I would highly recommend giving up the car—I for one have not regretted it for a minute.



## New Additions to the Network by Tony Roelich

### City Centre to Royal Derby Hospital Corridor:

A number of facilities have been added to create a better cycle route between the city centre and the Royal Derby Hospital (RDH) and others are still to be implemented during the course of the year.

Those which have been completed so far include:

#### 1 Monk Street/Abbey Street/Curzon Street shared spaces:



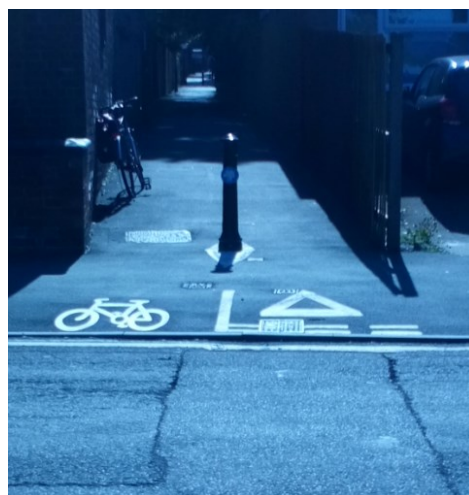
The area between the Monk Street crossing over the inner ring road (Mercian Way), Abbey Street, and Curzon Street has had a makeover with off-road cycle route created between Mercian Way and Abbey Street/Curzon Street junction and a mandatory cycle lane added to Curzon Street. That whole area around Newland Street/Beckett Street/Macklin Street is now extremely cycle-permeable.

In this day and age, a segregated path would have been a better overall solution for the off-road section, but nevertheless it seems to work pretty well and is a welcome improvement.

#### 2 Drewery Lane shared path:

Riding up Drewery Lane from Monk Street and the inner ring road you come to Peet Street, where you are faced with a jitty which has been opened up and resurfaced for cycling and provides a quiet, traffic free route up to Boundary Road. From there, the on-road cycle lane on Uttoxeter New Road has extended from Boundary Road all the way to the Rowditch.

At that point, we still have the nasty squeeze between Rowditch and Bemrose School, which definitely needs upgrading if this route is to become generally acceptable for riding to the majority of people. We will continue to press for further improvements along this route in the future.



#### 3 Uttoxeter Road, Mickleover – Mandatory cycle lanes

The cycle lanes along Uttoxeter Road between the A38 bridge and Royal Derby Hospital have been widened so they are all now nominally 1.5m wide and have been upgraded into mandatory lanes, so it is illegal to drive over the solid white line into the cycle lane! The solid line also means no cars can park (or indeed stop) in the cycle lane without committing an offence. A new mandatory cycle lane has also been added to part of Uttoxeter New Road between Manor Road and Royal Derby Hospital. To accommodate the latter the centre line of the road has been moved across to create the required space. Although this is far from the ideal solution of a two way, off-road path between Royal Derby Hospital and Manor Road and then onwards towards the Rowditch, which Derby Cycling Group is advocating, the on-road cycle lane should make it easier to cycle up this section of road, especially when there is traffic queuing near the Royal Derby Hospital. Hopefully the numbers of cyclists here will rise as a consequence and help to build the justification for a more complete solution in the future.