

Newsletter



Summer 2020

Friar Gate Farce – Stripping Away Our Safety

by Tony Roelich

Today, with traffic cut to a fraction of what it was in February; air quality the best it has been for decades; a cycling boom the like of which has not been seen for years; a government which demands that local authorities “make significant changes to their road layouts to give more space to cyclists and pedestrians”.

This is the moment that Derby City Council has chosen to forge ahead with a scheme to

Remove the protected cycle lane on Friar Gate which gives cyclists safe access to the bus/cycle-only part closer to town

Put cyclists on the pavement on Friar Gate, forcing cyclists and pedestrians together on a narrow path at the corner of Friar Gate and Bridge Street

Reduce social distancing by putting cyclists and pedestrians together in the same space



There is no need to make any changes to that road layout right now. They can restrict traffic access to Stafford Street, which is the main component of their air quality plan, and because the traffic is still quite light, they don't need the extra vehicle lane on Friar Gate.

And on top of all that, the design for the scheme is utter rubbish in the light of even the UK's current cycle infrastructure standards.

- It does not create a safe, direct and convenient cycle route
- It does nothing to advance the concept of a “cycle network”

It degrades the route even against the current standards (i.e. a cycle lane in the middle of a road is not great for many people, but at least the space is protected, dedicated and enables a direct and speedy route into the city centre).



DCGs 'Stripping Away Our Safety' protest—Friar Gate February 2019

We have proposed a better scheme, but our voice – YOUR voice, as our members, has been ignored.

We will need your help to object to this scheme, to make Friar Gate safer for cycling, so that more cycling happens there.

‘Cycling the New Normal’ video

Film maker and DCG activist Hardy Saleh has produced a new video in conjunction with Love to Ride Derby titled ‘Cycling the New Normal’. The video gives a glimpse of a better future where cycling is everyday and ‘normal’. It brings together stories of cycling in Derby at this extraordinary time with reduced traffic levels —from experienced cyclists and those new and rediscovered cyclists both young and old.

It brilliantly captures the positive effects of cycling—and proves that cyclists are happier people. See those smiles! Find via link:

<http://www.hdsaleh.com/cycling-the-new-normal/>

COVID-19 Derby's Emergency Active Travel Schemes – Where Are They?

by Tony Roelich

Coronavirus has certainly messed up most of our lives, whether in a big way or a smaller one. There is much uncertainty about our immediate and long term future. There are many challenges facing us, but also many opportunities for those who will grasp them.

On 19th May, the UK government was unequivocal when it announced “the government ... expects local authorities to make significant changes to their road layouts to give more space to cyclists and pedestrians” and followed that up with “Measures should be taken as swiftly as possible and in any event within weeks”.

The bold idea is to create quick, often temporary, schemes to create more space for walking and cycling – widening pavements



Lancaster

into the road space, protecting that space with physical barriers and allowing cyclists to use the protected part of the road. The reason for doing this is to help those many people relying on public transport to get to work, including many NHS workers who are essential for our hospitals to function to walk or cycle to work. Many of these people used to use the bus, but that is a high risk option at the moment. Over 100 NHS workers have applied for and received free bikes from Bike Back Derby, with their partner Wheels To Work, so they can cycle to work instead of using the bus. Well done BBD and WTW! Bravo!

So, you may ask, where is all this urgently required protected space to enable these workers to



Leicester

ride safely to London Road or out to Mickleover?

Well, the City Council were given a list of schemes proposed by the Active Travel Forum (of which DCG is a member) on 18th May. There is now a plan to create pop-up cycle lanes on London Road and Uttoxeter New Road, and to stop up rat runs

in Darley Abbey and create more pavement space in the city centre, but only one (London Road in front of Argos & Wilkos) has so far been implemented.

But, you may say, how come Leicester, Liverpool, Brighton, Greater Manchester, Southampton ... and other places... have already got miles and miles of Emergency Active Travel schemes in place, right now?



Park Lane, London

A good question. And I don't know why not. But it seems to me that there is a lack of urgency by Derby City Council which is extremely unfortunate. Unfortunate that the health and safety of those most at risk from COVID-19 – generally lower income and black, Asian and minority ethnic communities, is not regarded highly enough to forge ahead and “do the right thing” – NOW. How much does laying out traffic cones to create safe space cost?

The point in time when behaviour change can be most effectively engendered is when people actually face life changing events. One big life-changing event was lockdown, and people responded by taking “one form of daily exercise – to walk, run or cycle” to heart and started cycling in droves. The next life-changing event is end-of-lockdown; a chance to enable people to carry on cycling, for everyday journeys to work, instead of using the bus or the car. But end-of-lockdown has already happened for a lot of people; already the chance to effect travel behaviour change is being lost because Derby still does not have any more safe cycle routes than it did before Coronavirus struck. Many people have already chosen to use their car, or if they don't have one, get back on a bus.

My plea to Derby City Council is to, as our prime minister may have put it, get emergency active travel done! I would add – do it now and do it with conviction. I sincerely hope that by the time this article is published that things have started to happen.

DCG Coronavirus Campaign page

For information with regards to DCG and the Active Travel Forum's proposals with 'Reallocating Road Space in Response to COVID-19' and what has been done elsewhere in the UK—go to:

<https://derbycyclinggroup.org.uk/site/reallocating-road-space-in-response-to-covid-19/>

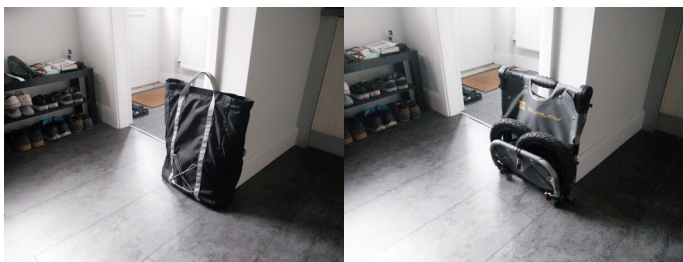
How I go shopping by bike: Experiences with my Burley Travoy by Hardy Saleh



It was on Stoke Newington Church Street in London where I was living at the time, when I first clapped eyes on a Burley Travoy. The lady unhitched this upright trailer before locking her bike up and taking it along into a nearby grocery store. I was taken by it immediately and could see a number of ways in which it would markedly improve my life.

I cannot recall whether I was already in the midst of filming my documentary "Sharing the A105" but that was ultimately the reason why I bought the trailer in late 2018. I didn't have access to a car and wanted to find a better way to transport my kit to and from filming which was a 15 mile round trip. I further justified the steep £200 price tag by suggesting that I could use it to save my back on weekly shops, even though the supermarket was only a short walk away.

I needn't have worried, £200 was not an insignificant sum for me but it was very much money well spent. It was a reliable companion throughout filming and indeed on weekly supermarket trips, never missing a beat. Some days I'd even take it to work when I was expecting particularly large packages. On many occasions it mitigated against the need for a car and as somebody who was keen to reduce my carbon footprint (I'd turned vegetarian a few years earlier for the cause), this brought me much satisfaction.



The Burley Travoy has a number of things going for it; it has a smaller footprint than most other bicycle trailers without

compromising on carrying capacity, it is nimble and doesn't adversely affect ride quality at all, you can take it with you after you've locked your bike up and best of all, it folds down to a very compact size for easy stowing (small enough for a small one-bed flat in London).



Along with the trailer you get:

- A single hitching clamp to attach under your saddle
- A carry/stowing bag for the Travoy (pictured) which can also clip onto the trailer to be used as a storage bag on your travels
- Two straps which clip onto notches on either side of the trailer
- As an extra you can purchase a very nifty rain cover (grey pouch near top handle in photos) which covers the trolley and whatever it's carrying and stows away neatly

Fast forward to today. Since moving into the Five Lamps area of Derby in May last year my girlfriend and I have used the trailer every week to transport our entire weekly shop as we still don't have a car (though to compensate our neighbour has two plus a transit van so fret not!).

I do my weekly shop by bike as depicted in the following pictures:

I have personally found the carry bag to be too flimsy to use for shopping so instead repurpose my Ortlieb Messenger bag as my shopping bag and attach it to the trailer using a cheap Dunlop luggage belt.



Arrival.



Here's a typical trolley of food for us, enough for a week (we plan our meals in advance which makes shopping in this way quite effective and reduces food waste to a minimum). The Puma bag contains those irritating to pack foods which are voluminous but light, like bags of spinach or bread.



Occasionally for larger items like packs of toilet roll or cereal boxes, I might use a second strap to keep them secure.



What it looks like in action.



To conclude, the Travooy has been invaluable in enabling me to live a comfortably car-free lifestyle and I hope it could do the same for others.

My view of Coronavirus lockdown

by Ken Timmis

All those weeks ago, at the beginning of 2020, when life was 'normal', we shopped, met with friends or went for a drink without a second thought. The first case of coronavirus was identified in Wuhan, China, and over the next few weeks we watched in horror as clusters of coronavirus appeared around the world, transported by people flying across the globe, leaving a trail of infection. Cruise ship passengers succumbed to the virus in great numbers, quarantined in port they desperately pleaded on social media for the government to get them home.

Locally, panic buying cleared shelves of toilet rolls: people fought in the isles to protect their trolley, overflowing with multi-packs. First case of Coronavirus found in this country.



The World Health Organisation declared a pandemic on 10 March.

Around the country organisers cancelled public events. In a few days all of my voluntary activities were cancelled for an in-determinant period. My moderately

busy schedule was suddenly empty as all the diary entries disappeared. Normal life evaporated, and we peered into a void of isolation. Constrained within four walls, with the occasional escape for exercise, any communications with the world were limited and remote. A feeling of loss permeated life.



The full 'lockdown' officially limited our activity. We took our exercise by walking over the hills to Little Eaton, where we briefly stopped at the Shiny Brewery, socially distancing, to purchase some takeaway cans and bottles. That evening we gloomily celebrated the 'lockdown' with a bottle of Shiny's best bitter, sceptical of what lay ahead.

I passed the long isolated days researching articles for the DCG newsletter, heaping reports and articles in the memory, extracting salient facts and evidence; slowly the articles took form.

Bike rides along quiet country lanes revealed a sudden increase in the number of cyclists, as once abandoned bikes were dusted off and oiled. Walks along the Greenway proved challenging as so often couples would refuse to socially distance, and I would curse under my breath at their arrogance or ignorance. One gent, speaking through a mask, asked that we go in single file on the far side of the greenway, at least 3 metres away, as he took shelter in the opposite hedge.



At the beginning of lockdown television helped to fill the void, but soon the endlessly cheery presenters of daytime television failed to lift the isolation gloom. Fortunately webinars, podcasts, conference calls and YouTube videos offered a distraction. The 'Streets Ahead' podcast provided an insight into the challenges of improving the cyclists' lot in the UK. As time passed cycling related webinars gathered experts to discuss a range of topics and on-line cycling festivals raised hopes of future cycling adventures.



I was briefly enthused by the possibilities of improvements in cycling facilities offered in the short term by an optimistic Secretary of State for Transport.

Easing of the lockdown allowed more exercise and daily travel was effectively unlimited, but no overnight stays. This foretold of a manic dash to the coast and countryside by the irresponsible hordes, setting fire to the moors and forests, desecrating historical monuments and leaving heaps of litter.



With hopes of some normality peaking over the horizon the news was filled with concerns about the economy. Dramatically, Rolls Royce announced the loss of 9000 jobs across the group, and it was anticipated that a significant proportion would be from 12000 employed at the Derby sites.



A glimmer of hope for the future appeared in the local paper as Derby City Council had won funding to purchase eight Ecargo bikes for loan to businesses in the city. I wait to see them being used around the city, perhaps emblazoned with a suitable slogan; "DERBY - CYCLING INTO THE FUTURE".

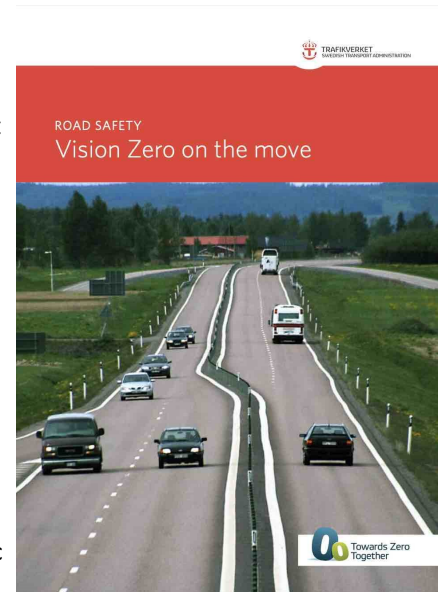


We have seen unprecedented disruption to our daily lives. Social distancing will be the norm for some time, and, where possible, we will continue to travel in isolation which is an opportunity to promote cycling as a healthy and economic mode of transport.

Writing this has brought home to me the privileges that we take for granted, walking and cycling where, when and as far as we want.

Vision Zero by Ken Timmis

In the last newsletter I wrote about Sustainable Safety that had been implemented in The Netherlands in response to public pressure to improve safety on their roads. This article describes 'Vision Zero' that has found favour with many administrations around the world. During the 1990's there was a growing realisation that road traffic fatalities and injuries were not inevitable. In 1997 the Swedish parliament introduced the 'Vision Zero' policy, that required fatalities and serious injuries be reduced to zero by 2020, despite having one of the lowest traffic fatalities rates.



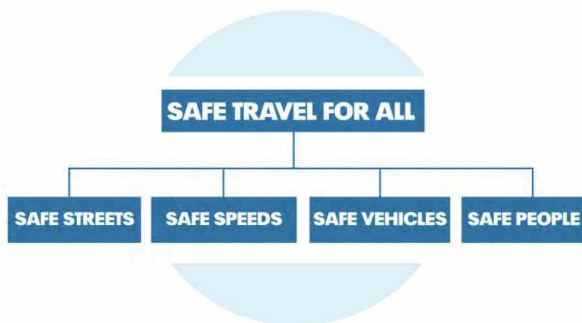
Vision Zero is based on the ethical standpoint that no one should be killed or seriously injured in road traffic crashes. Interestingly the moral perspective of vision zero means that road safety must conform to the safety values of society at large, i.e. no one would expect to die at work, or travelling by air, sea or rail. Yet the public currently accepts that thousands of fatalities and serious injuries are inevitable on the road.

TRADITIONAL APPROACH	VISION ZERO
Traffic deaths are INEVITABLE	Traffic deaths are PREVENTABLE
PERFECT human behavior	Integrate HUMAN FAILING in approach
Prevent COLLISIONS	Prevent FATAL AND SEVERE CRASHES
INDIVIDUAL responsibility	SYSTEMS approach
Saving lives is EXPENSIVE	Saving lives is NOT EXPENSIVE

Vision Zero 'is the image of a future in which no one is killed or seriously injured'(1), a fundamental safety principle. It 'is both an attitude to life and a strategy for designing a road transport system'. Vision Zero emphasises that the road transport system is an entity in which the different components such as roads, vehicles and road users must interact to ensure safety. The perspective of responsibilities is altered and those who design the road transport system bear the ultimate responsibility for safety. (Note: 'design' in this context includes; road managers, vehicle manufacturers, road transport carriers, politicians, public employees, legislative authorities, local authorities, Highways England, Department for Transport, and the police), while it is the responsibility of the individual to abide by the laws and regulations.

An inescapable fact of life is that people are not perfect and they occasionally make mistakes. Where the road transport system is not adapted to accommodate people's mistakes, all too often that error is punished by death. While every effort is made to prevent collisions the road transport system must be designed from the realisation that people do make mistakes and crashes are therefore not avoided completely. Vision Zero accepts that collisions occur but not that they result in serious human injury. As the Swedish architects of Vision Zero stated '*... in every situation a person might fail. The road system should not.*'(2)

Vision Zero asserts that the loss of human life and health is unacceptable and therefore the road transport system should be designed in a way that such events do not occur. This means that safety and health (including environmental issues) are more important than other aspects of the road transport system. Mobility should therefore follow from safety and cannot be obtained at the expense of safety.



Since safety and mobility cannot be traded against each other, then mobility becomes a function of safety, not vice versa. To ensure safety, speed must be commensurate with the inherent safety of the road system. A supporting paper to the Swedish parliament written by the government, included the following sentence '*...the speed limits within the road transport system should be determined by the technical standard of vehicles and roads so as not to exceed the level of violence that the human body can tolerate. The safer the roads and vehicles, the higher the speed that can be accepted.*'(3)

There is always one parameter that can be used to increase safety: that is to reduce mobility, either for some road user categories or to reduce speeds down to a level where collisions do not cause serious injuries. The correlation between speed and safety is one of the best known relationships in road safety. If nothing is done to the inherent safety of the system, mobility can be reduced to such levels where almost no collision causes serious injury.

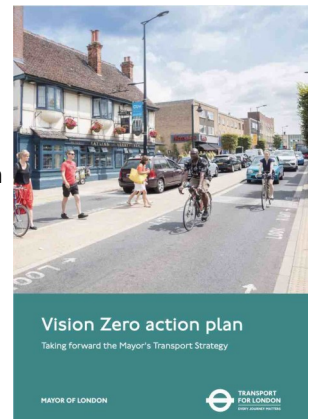
Vision Zero explicitly states that responsibility is shared by the road system designers and the road users, being summarised as:

1. The designers of the system are always ultimately responsible for the design, operation and use of the

road transport system and thereby responsible for the level of safety within the entire system.

2. Road users are responsible for following the rules for using the road transport system set by the system designers.
3. If road users fail to obey these rules due to lack of knowledge, acceptance or ability, or if injuries occur, the system designers are required to take necessary further steps to counteract people being killed or seriously injured.'(4)

Within the UK several cities have adopted Vision Zero and perhaps the most significant being the Mayor of London who has committed to a Vision Zero action plan to eliminate all deaths and serious injuries from the London Transport Network by 2041. The plan sets 5 out framework of interventions around five pillars of action:

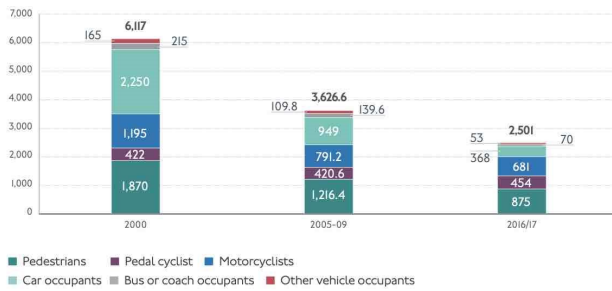


- Safe speeds; encouraging speeds appropriate to the street,
- Safe streets; designing an environment forgiving of mistakes,
- Safe vehicles; reducing risk posed by the most dangerous vehicles,
- Safe behaviours; improving the behaviours of people using our roads,
- Post-collision response; learning from collisions and improving justice and care for victims,

An early outcome of Vision Zero is the introduction of the 20 mph speed restriction across central London. No doubt there will be more improvements to London's transport system.

Vision Zero is not something that is bolted onto an existing system, it is a different approach to thinking about the transport system and requires changes throughout its structure to become truly effective. Implementation takes many years but starting with simple changes, such as speed restrictions, can make local differences. To ensure the country has a unified and consistent road transport system Vision Zero should be implemented nationally by central government, rather than being a piecemeal implementation by major conurbations.

Why is Vision Zero necessary? Across the country over 1800 people are killed each year on the roads, with many more thousands seriously injured. Although there has been a



reduction in the overall levels of Killed and Seriously Injured (KSI) on the roads, this belies the truth behind the data. When analysed the statistics for pedestrians and cyclists reveal that the number of KSI has increased or remained steady, while vehicle occupant casualties have dramatically reduced, a consequence of improved safety technology being incorporated into vehicles by manufacturers. There must be a change of emphasis to eliminating all deaths on the road, not just those in vehicles. This can be achieved: 'Vision Zero a philosophy of road safety where eventually no one is killed or seriously injured within the road transport system' (3)

1. https://ec.europa.eu/transport/road_safety/sites/roadsafety/files/pdf/20151210_1_sweden.pdf
2. <https://visionzeronetwork.org/how-does-vision-zero-differ-from-the-traditional-approach-to-traffic-safety/>
3. [Vision Zero - An ethical approach to safety and mobility](#)
4. <https://www.monash.edu/muarc/archive/our-publications/papers/visionzero>
5. <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>

Low carbon vision: “we will use our cars less” by Ken Timmis



The Government published its report 'Decarbonising Transport - Setting the Challenge' on 26 March, it sets out proposals to reduce green house gas (GHG) emissions from the transport sector to net zero. This report reviews the transport sector's current position and outlines proposals to reduced emissions.

Between the data, statistics on transport uses and their emissions, there is a glimmer of hope for cycling: Grant Shapps, Secretary of State for Transport, states in the forward 'Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network.'

However, the report details considerable spending on initiatives to change from fossil fuels to other non GHG emission energy sources. There is considerable emphasis on using electric vehicles; cars, vans, taxis and HGV, with grants for their purchase, installation of charging points and supporting infrastructure. There is also a drive to develop new technologies, digital solutions and alternative transport business models.

When it comes to active travel the same initiatives are repeated and again the emphasis is on training and facilitation of cycling. The funding for active travel is abysmally small in comparison to what is being spent on the vehicle initiatives.



Identified as the first strategic priority 'Accelerating modal shift to public and active transport' there is hint here of an acknowledgement that infrastructure changes are necessary; stating 'This will require behavioural changes and we will consider how government and others can support this shift through infrastructure and encouraging those forms of travel.' Such promises need to be supported in a concrete manner, with robust infrastructure projects that provide coherent networks. It is clear what works, yet there will inevitably be a call for more unnecessary research. There are excellent examples of cycle infrastructure around the world that we can emulate. As Chris Boardman says; 'We just need to do it!'

The government will be encouraging stakeholder engagement through a series of workshops and public engagement via online questionnaire. There is an opportunity to participate by either emailing to; TDP@dft.gov.uk or refer to the [Department for Transport](#) website. With the announcement that COP26 UN climate change conference is being postponed until mid 2021 we can expect to see delays in the schedule for the Transport Decarbonisation Plan.