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Don't miss the next Critical Mass!! on SATURDAY 27th MAY

The committee at Derby Cycle Group (DCG) are currently considering how best to disseminate news, campaigns, articles and useful information about cycling in Derby and elsewhere for the attention of the membership. Our Newsletter aims to provide access to longer articles on all manner of things that concern cycling. DCG would also like to keep you informed about what happens at our monthly meetings, currently being held in-person at the West End Community Centre on Mackworth Road, Derby DE22 3BL, at 19.30pm on the first Tuesday of every month; members are most welcome to participate. We will also post information about the outcome of discussions in these meetings on the Facebook page. This presumes that most people have access to the internet in one form or another: if anyone knows of members where this is not likely to be the case, please bring it to the attention of one of the committee members. We would be very happy to hear from our members if there is any news/articles/exciting happenings in relation to all things cycling. Please send a mail in the first instance to: <newsletter@derbycyclinggroup.org.uk>

Repair Cafe Conversations - Derby Cycle Group



Safety - Why Don't People Ride Bikes? Ken Timmis

A small group of DCG members have been hosting a cycle information stall at the West End Community Centre local Repair Cafe, since reopening last Summer. We talk to people about cycling in and around Derby and listen to their stories of where they have ridden, the types of journeys they make on their bikes, such as leisure rides along the Riverside Path, going to the shops and sometimes further afield. We also hear from those who have stopped riding for a variety of reasons, often because they feel that it is 'not safe' to ride on the roads. This concern is only too common. Most cycling and transport surveys identify safety as the main reason for people not riding their bikes on the roads.

For the majority of people on bikes safety means protecting themselves from injury while riding on the road, and encompasses a multitude of situations they have to deal with on every journey. The following endeavours to summarise some of the concerns expressed during our conversations and those experienced by the author.

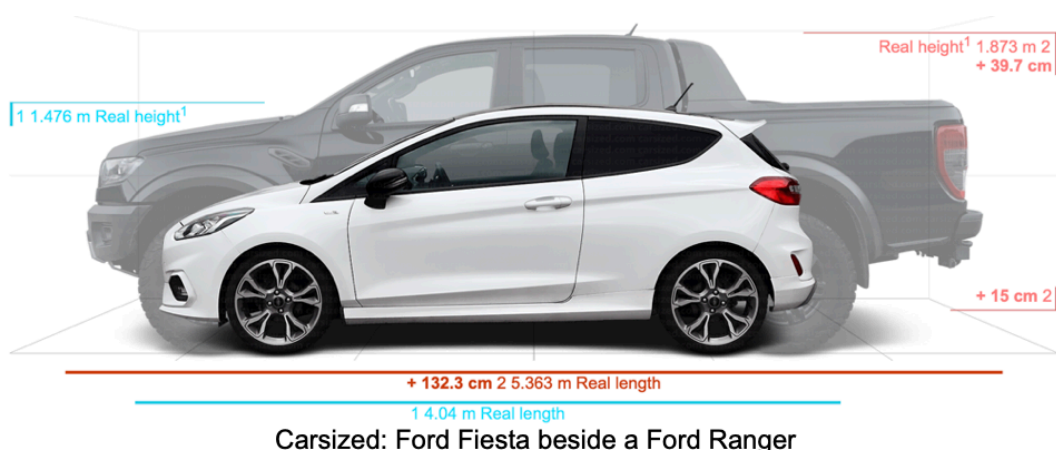
People riding bikes generally find that drivers passing in close proximity to be extremely alarming. Most interactions between people on bikes and drivers occur with little incident but when they go wrong, for what ever reason, the outcome can have serious consequences. The reasons are clear; motor vehicle occupants are isolated from the environment, contained within a heavy metal box, and protected with an array of safety equipment. While the person on a bike may only have a plastic bicycle helmet and a "Hi Vis" vest for protection (no physical barrier, crumple zone or air bags).

Modern motor vehicles can be intimidating, their size demands the attention of other road users, especially those on bikes. There is an inexorable move to make every new revision of cars faster and larger than preceding models. Even modest family cars can accelerate quicker than sports cars

from the 1980s and their larger size demands more space on the carriageway, increasing the challenge for people on bikes. Cars have long been a status symbol but now their size is also being used to demonstrate power, superiority, importance, which can intimidate other road users, signify aggression and ownership of the roads. In recent years size has been used as a marketing tool with the advent of the SUV (Sports Utility Vehicle), a category of vehicle which is not only longer and wider but significantly taller, having a powerful engine to provide the 'sport' element and frequently equipped with four-wheel drive, in the guise of an ability to go 'everywhere'. About 40% of UK new car registrations are SUV's and this continues to increase.

The infrastructure plays a part in how the roads are used, features such as; painted cycle lanes, inconsistent cycle lanes that end in critical situations, central reservations and other carriageway features that place people on bikes in positions where they are potentially in conflict with drivers will deter them from riding. Most UK highways have been designed to facilitate motorised vehicles, ensuring vehicle flows are optimised: wide roads, flared junctions to maintain speed and multiple lanes that maximise volume. Facilities for people on bikes have been an afterthought and frequently poorly implemented. The condition of the road surface can adversely affect how and where people ride; poor maintenance resulting in potholes and other surface damage can damage bikes and in the worst cases cause people to come off. Rubbish accumulating in gutters increases the puncture risk while loose gravel can increase the risk of slipping and again the rider coming off.

This started as a simple question, to air some of the issues that had been brought to our attention in discussion at the Repair Cafe. The issues highlighted here are the safety concerns of people on bikes when riding on the road. The emphasis needs to change from facilitating motor vehicle traffic to ensuring safety of all road users: pedestrians, people on bikes, drivers, etc. The answers are in our hands and the government has set out the principles in their document [Gear Change - A bold vision for cycling and walking](#), which emphasises the need for segregated cycle lanes. With the implementation of a safe infrastructure we would see substantial increase in people riding bikes, bringing benefits across society: health, wellbeing, congestion, local businesses, environment and air quality, climate change and economy. This is not a pipe dream, it has happened in London, Paris, Copenhagen and many other place, including The Netherlands.





Critical Mass !! by Simon & Greg of Critical Mass

On 25th March 2023 we held the first Critical Mass cycle ride event in Derby since 2016: And it's set to repeat on the last Saturday of every month. We meet outside the town hall on Corporation Street at 2:45pm. The rides begin at 3pm and last about an hour, covering no more than 10 miles.

Critical Mass sends a message to the authorities and the public that we are here and we need better infrastructure if we want more people cycling; it is a call to make the streets safer and reclaim them for people. A celebration of cycling culture, the ride is inclusive and open to all.

The rides are also a chance for locals and visitors of Derby to network and meet new people. And it makes for a wonderful tour of the city! (You can rent a Lime Bicycle if you are visiting the city without a bicycle.)

Since the first Critical Mass event in San Francisco in 1992, cycling culture has changed for the better in cities with Critical Mass while always leaving room for further improvement. Since 1992, over 400 cities worldwide have created their own Critical Mass. Critical Mass Derby takes place on a Saturday in Derby, but traditionally takes place on a Friday evening in the majority of cities. The majority of Derby Critical Mass supporters and enthusiasts agreed that Saturday afternoon would suit them better than the Friday evening. Having it on a different day also allows people to attend other critical masses especially those people living in towns between cities.

Despite the less than ideal weather, a total of 23 riders of all ages and abilities prepared to hit the streets of Derby to draw the public's and authority's attention for the need for improved cycling infrastructure in and around the city and surrounding towns.

Before we got going, experienced Critical Mass riders Sam and Simon briefed the group explaining the plan of action in more detail. Safety advice, future/related events and information about the social gatherings is generally shared in these briefings. Nobody in particular is selected to do this and anybody can chip into the brief should it be relevant.

The route began through the Market Place, led by Simon and his rack-mounted speaker blasting 90s No. 1 single *Your Woman* by White Town where the music video was filmed, followed by reggae track *Bike Rider ft. Pupajim* by Mungo's Hi Fi which has become the most popular Critical Mass track nationwide.

The music, the numbers and the welcoming feel that Critical Mass brings really does attract people's attention. We turned a lot of heads throughout the ride with positive reactions from all but a few impatient drivers. Most of the motorists we encountered were law abiding, patient and supportive towards the group. After all, the main aims of Critical Mass are safer streets, improving air quality, better infrastructure and promoting active travel. Who in their right mind would be against that?

We continued through Iron Gate and Cathedral Rd, round to The Strand, up Friar Gate as far as Uttoxeter Old Rd, then returning to the ring road at Lara Croft Way we rode past the Railway Station and onto the Riverside Path where we took a short break. Thankfully, the rain had only been a light drizzle for the first half of the ride, and over the second half we saw more blue skies. Our launch day route then meandered through Pride Park.

On the whole Derby is not known for high quality cycle lanes. Car-centric cities like Derby prioritise motor traffic at the expense of cycling and walking infrastructure. Most of Pride Park is shared-use paths — the city council's way of saying: "Please get off the road but we can't be bothered/haven't considered to provide you with a segregated cycle lane..." The pavements around Pride Park are a struggle to ride on as an individual cyclist, so there was no chance of it being able to accommodate 20+ cyclists along with all the pedestrians and other cyclists using the space at the same time. For that reason, one participant advised after the Riverside Path that we use the main carriageway in Pride Park instead of the insufficient so-called cycle lanes.

Around The World by Daft Punk was playing as we headed towards Ascot Drive and came to a couple of big roundabouts. The more confident riders of the group did a brilliant job of corking the roundabout junctions to let everyone proceed safely. By the time we reached the end of Ascot Drive we had hit the 7 mile mark.

Looking back while waiting at the red light, I saw plenty of smiles among the riders behind me. They were singing along, smiling and enjoying the atmosphere. This is the joy that exercise and active travel brings out in people. The euphoric sense that active travel gives you cannot be achieved if you are stuck behind the wheel of a car. Critical Mass aims to get everyone cycling and to experience the mental and physical benefits. Is it any wonder that cycle-friendly countries like the Netherlands and Finland have the happiest citizens in the world?

Turning right onto Osmaston Road, we rode past quite a few parked vehicles along the kerb. The Highway Code recommends that cyclists do not ride too close to parked cars —the lethal area known as the door zone which can be especially dangerous in the dark or when visibility is reduced. Drivers are urged to open the door with their left hand which ensures they do a detailed shoulder check before opening the door (Rule 239).

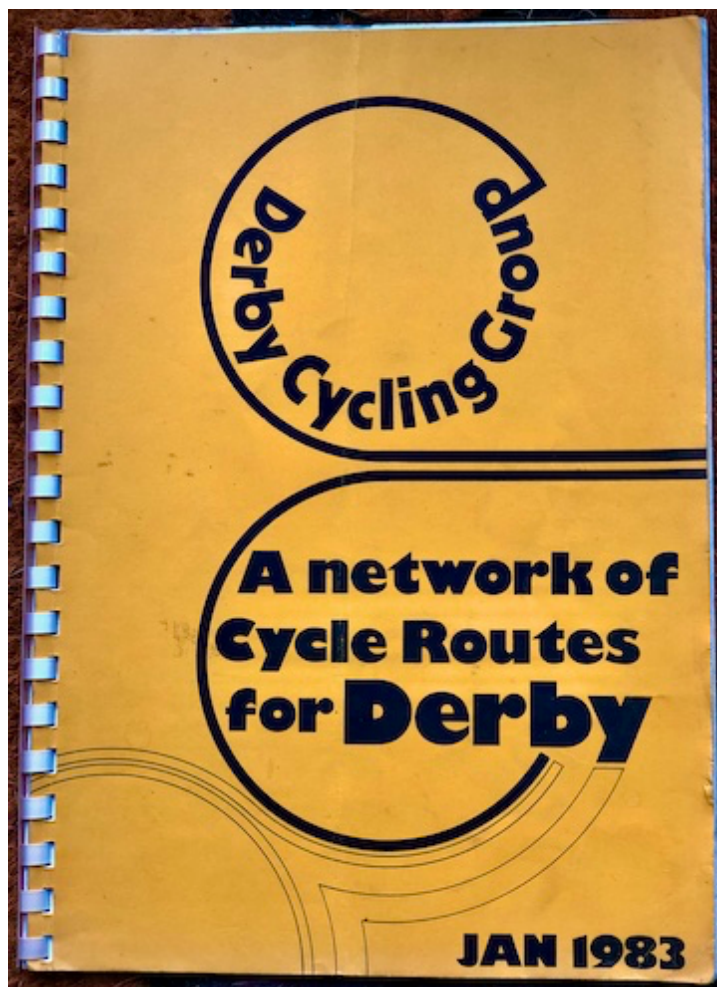
The next closest Critical Mass to Derby is Critical Mass Nottingham which has been going strong for 10+ years. Thanks to the two riders from Nottingham Critical Mass for helping to keep the ride running smoothly and safely. A big factor in Critical Mass is learning and stealing ideas from each other as every Critical Mass has its own personality if you like.

Arriving at the Waterfall Venue on Railway Terrace, the event ended with a social gathering. This time around having lower numbers we were all able to fit in the same venue. When rides reach triple figure headcounts, people tend to split into groups and go into different social venues as bike parking can also become a difficulty with large numbers. This time around, most participants parked their bicycles in the key fob-protected cycle hub at Derby railway station.

Join us for the next Critical Mass Derby event at 2:45pm on the last Saturday of every month outside the town hall. Bring your friends and family, colleagues and neighbours — the more the merrier! Also consider going along to Critical Mass Nottingham at 7pm on the last Friday of every month.

You can find details of all Critical Mass and Kidical Mass events near Derby at <https://criticalmassderby.org.uk/events/>.

A Bit Of Family History



Network of Cycle Routes for Derby - 1983 by Martin Aldred & Ken Timmis

During the 1960's and 1970's increasing car ownership caused significant traffic congestion during the morning and evening peaks. Buses still accounted for a sizeable proportion of travel to and from work but they were slowed by the growing congestion. Bus lanes were introduced to ease their passage through the rush hour traffic.

An early application of bus lanes in Derby was London Road, approaching Traffic Street. Some of the bus lanes were contraflow where, initially, cycling was banned. Campaigning by Derby cyclists eventually convinced the City Council that the ban was unreasonable.

In January 1983 Derby Cycling Group, encouraged by the City Council, produced proposals for 32 cycle routes across the city. During the 1990's most of the proposed routes were included in a black and white Derby cycling map sold to the public from DCG stands at various events. In 2001

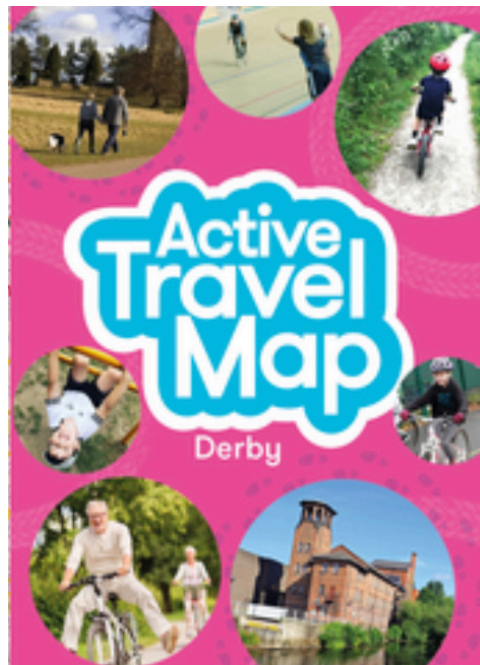
Derby City Council published a full colour free map, “Derby cycle route guide,” showing the same routes over A - Z street mapping. Over the next 20 years the Council’s map has developed into the current “Active Travel Map - Derby” with basically the same routes, with some differences.

During this period the city has evolved, peoples travel destinations changing as employers move further from the city centre, such as Rolls Royce moving from Nightingale Road to Sinfin. Also, the main hospital, Derby Royal Infirmary, moved from London Road to the far end of Uttoxeter New Road as the Derby Royal Hospital, generating more personal journeys for staff and patients than any other travel in the city. Residential developments around the city have created new suburbs that were not contemplated when the original proposal was made in 1983.

When the original cycle network was proposed the routes avoided the main arterial roads wherever possible, keeping clear of the ever growing traffic flows that congest the city.

The once safer side roads have been impacted by the increased car ownership: narrow side streets filled with parked cars, which are also used as rat run for drivers attempting to escape the congested arterial roads. These are the very roads that many of the cycle routes follow, originally intending to provide safe alternatives to the main roads.

Derby Cycling Group intends to review the original 1983 proposed network to establish whether these routes are fit for purpose and if they suit the needs of the people of Derby in the 21st century. We would like to ride each of the routes and assess their suitability for everyone to cycle for those everyday journeys. To assist in this process we would like DCG members to join us in riding these routes, giving their knowledge and experience of using the infrastructure as local users.



1983 Proposed Network Routes

Number	Route
Route 1	Riverside Path to Little Eaton and beyond.
Route 2	Riverside Path to Willmorton and Alvaston.
Route 3	Canal Path Wilmorton to Chellaston and beyond.
Route 4	NCN 54

Number	Route
Route 5	Breadsall Greenway NCN 672
Route 6	Alongside A52
Route 7	Chellaston to Sinfin
Route 8	Sinfin to Littleover
Route 9	Littleover to Mickleover
Route 10	Mickleover to Markeaton
Route 11	Mackworth to Allestree
Route 12	Alvaston to Mackworth via Ring Road
Route 13	Alvaston to Rolls Royce
Route 14	Alvaston to Spondon
Route 15	Alvaston to Elvaston
Route 16	Alvaston to Uttoxeter Road
Route 17	Sinfin to City Centre
Route 18	Sunnyhill to City Centre
Route 19	Findern to City Centre
Route 20	Mickleover to City Centre
Route 21	City Hospital to Peartree
Route 22	Mickleover to Mackworth
Route 23	Kingsway/Manor Road to City Centre
Route 24	Allestree (south) to City Centre
Route 25/26/27	Queensway to City Centre
Route 28	Allestree to City Centre
Route 29	Breadsall to City Centre
Route 30	Breadsall Hill Top to Chaddesden
Route 31	Spondon to Chaddesden
Route 32	Chaddesden to Loco Park and beyond

DCG & Allestree Park Rewilding by Ian Dent



Derby City Council is taking bold steps towards creating the "largest urban rewilding project in Britain" (<https://www.derbyshirewildlifetrust.org.uk/rewilding-allestree-park>) by partnering with the Derbyshire Wildlife Trust to transform Allestree Park into a "destination" for tourism, both locally and more widely. After some criticism, Derbyshire Wildlife Trust are now ensuring that they consult widely on all aspects of the plan and people are encouraged to offer their feedback.

As part of this consultation process, Derby Cycling Group is working closely with the various stakeholders involved in the project to ensure that the park is accessible by sustainable forms of transportation such as cycling, walking, and public transport. In particular, the park needs to be linked to existing cycle networks in all directions, which will require close collaboration between Derby City Council, Derbyshire County Council, Derbyshire Wildlife Trust and other organisations. There are several possible solutions to these challenges, and Derby Cycling Group is actively engaged in exploring these options.

In addition to improving connectivity to local cycle networks, the Derby Cycling Group is also advocating for the creation of facilities within the park that are specifically designed for cyclists. Instead of providing extensive car parking within the Park, the Group is advocating for the creation of safe and attractive ways of reaching the park other than using cars, thereby helping reduce the need for car parking as more visitors use alternative methods.

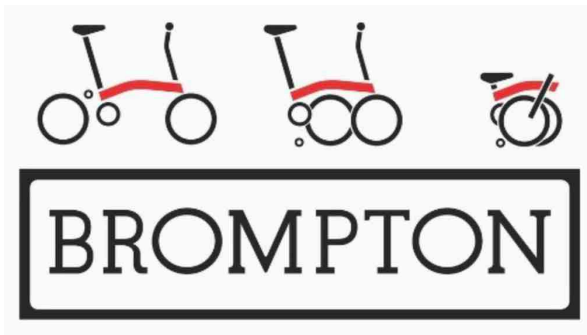
More details on the background, the identified issues and some possible solutions can be found at <https://derbycyclinggroup.org.uk/site/allestree-park-rewilding/>



By promoting cycling as a safe and convenient mode of transportation, the rewilding project could help to reduce traffic congestion, air pollution, and other negative impacts associated with car travel. By working with local authorities and community groups to enhance cycling infrastructure and promote sustainable transportation options, the Allestree Park rewilding project has the potential to transform the way that people interact with the natural world around them.

Public Consultation Sessions for the rewilding of Allestree Park will take place on 15th & 23rd of July and 5th August. Please see the [Derbyshire Wildlife Trust](http://www.derbyshirewildlifetrust.org.uk) website.

by Ken Timmis



The Brompton folding bicycle, which many of us are proud to own, has a heritage that goes back to the late 1970's when its designer tried to sell the design to Raleigh. After years of struggling to get the bike into production this wondrous machine has become a design icon for its unique folding ability. The organisation has grown from humble origins under a railway arch to become the UK's

biggest bicycle manufacturer, currently operating in a modern factory in Greenford, London.

The basic design has remained essentially unchanged. In recent years variations to the original have become available; lightweight versions appeared, appealing to those keen to pare away every unnecessary gram, evolving into the latest lightweight incarnation of titanium and carbon fibre with a four speed transmission. An electrically assisted option is even being introduced to reduce the effort of those morning commutes.

Alongside the folding bikes there is an expanding range of official accessories; an assorted collection of bags for use on the bike (some branded with high fashion names), lights, tools, helmets, clothes, etc., appealing to the widest range of customers all keen to buy into the cosmopolitan image of the Brompton. A burgeoning industry has developed around supplying parts to enhance one's Brompton; this practical folding bike has become something of a status symbol.



Behind the scenes Brompton have been working with other organisations to develop novel marketing initiatives. In May 2022 they announced a partnership with Deutsche Bahn in Stuttgart, which Brompton described as “an exciting opportunity to trial and build insight into multimodal travel in Germany in partnership with a national rail network”. Deutsche Bahn customers purchasing season tickets will be given the option of hiring a Brompton for an additional €29 (£24) a month, which includes insurance and a service check at 6 months. The DB Connect project is focused on “connected mobility

for a cleaner future,” the ability to commute via Brompton, folding for train or bus travel.

The Deutsche Bahn project encourages passengers to ride their Brompton's as an integral part of their commute; folding the bike which can then be taken on the train as personal luggage and then used at their destination to complete the journey. This is a variation of the Dutch approach where

customers use their own bikes for the journey to the railway station, leaving it in the station cycle parking facility, then taking the train and using a bike share scheme to complete their commute.

In May articles appeared in the media about an Imperial College London academic study into multi-modal hubs, in partnership with Enterprise and Brompton Bike Hire. This was the first field trial to explore the real world impact of a mobility hub on how people commute to work, and how they travel while at work. The four month trial assessed whether staff travel can be transformed by giving people more choice for sustainable and active transport.



The mobility hub comprised two Enterprise Car Club vehicles, one electric and the second hydrogen powered, plus 25 Brompton folding bikes, including five electric bikes. Staff register for the trial received free membership of the Enterprise Car Club and both cars and bikes were booked through Enterprise's Car Club app.

The study found that employees offered free access to a car club or bicycle as an alternative to their own

vehicle increased the total number of journeys made by bicycle (52% of total journeys) and other active travel (65% of trips) over an eight week period. Almost two-thirds (63%) of those in the trial said that they planned to cycle more and 25% said they would be less likely to commute using their own car after the "positive" experience of using the mobility hub.

These initiatives start to focus attention on the potential for combining different modes of transport most appropriate for the journey. Information from these trials will provide evidence for further schemes, bringing together other transport operators. An integral element of such schemes is a single payment systems that simplify and facilitate use of multi-mode transport for customers. The Dutch national railway also operate bicycle hire schemes from most stations, with a simple payment method.

These trials demonstrate how the Brompton can be incorporated into a typical busy lifestyle, replacing the car for many journeys, even when the cycle friendly infrastructure of the Netherlands is not available.

In February 2022 Brompton announced plans to build a new factory in Ashford, Kent. Located in a 100 acre floodplain the factory will be built on stilts. 60 acres of the site will remain untouched and

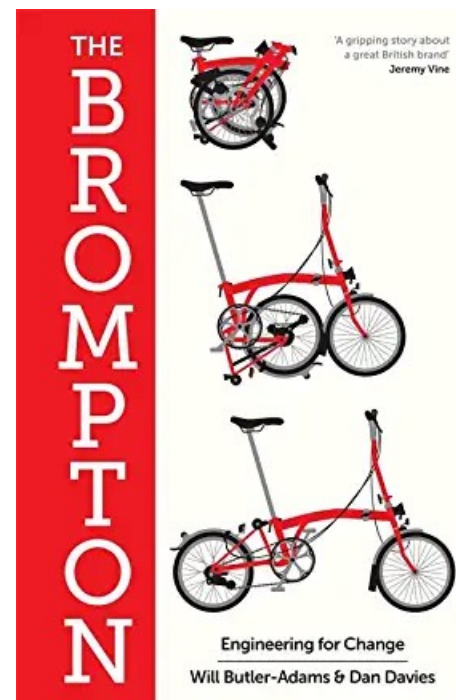
re-wilded to increase biodiversity and become a public nature reserve. The new factory will allow Brompton to increase production from the current 80,000 bikes per year to 200,000 bikes per year and increase staff from 850 to about 1500.



The factory will have no car parking facilities, only a few spaces for disabled access, while employee and visitor

access will be by foot or pedal power, along a new 4 km shared path from the railway station. The ecological credentials include high levels of insulation, ground source heating and photovoltaic panels built into the roofs. These initiatives are expected to reduce the energy consumption per bike and support Brompton in delivering 1.5°C aligned emission reduction target as part of Net Zero ambitions.

The building will not be Net Zero as CEO, Will Butler-Adams, explained “that building will not be net-zero. It would generate power if all we did was go in and fiddle around on computers all day. But if you’re talking about robots, CNC machines, annealing of materials, paint plants, forget it.” Brompton are committed to reduce CO2 emissions by 55% by 2030. He makes such commitments to force the conversation around the environmental responsibility and bring the conversation to the board level, even if he believes “we haven’t got a cat in hell’s chance of delivering net-zero in this industry.” He says the biggest problem in its current bikes is the steel, he isn’t hopeful we will see green steel in the immediate future. “That is a massive, industrial, heavy industry. It’s going to take 15 to 20 years to turn it around” he says.



August saw the publication of ‘The Brompton: Engineering for Change’ a book about the origins and evolution of the Brompton folding bicycle. Having listened to interviews with Will Butler-Adams about the design and struggle to get the folding bicycle into production I am sure this will be an engaging read for those with a cycling or technical interest; certainly one for the birthday present list!