

CHESTERFIELD CYCLE CAMPAIGN



CAMPAIGN UPDATE

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Conference Bike at Chesterfield Green Fair

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cyclenation
...creating a nation of cycle-friendly communities

CAMPAIGN CHAT

We reported previously that there have been problems with underground water causing subsidence on the new Stonegravels cycle path. The problem has now been addressed and the path was repaired at the end of August.

New barriers have been added to the three entry points to the path at Hazlehurst Lane, Stonegravels Lane and Lockoford Lane. The Lockoford Lane barriers are rather narrow and can make it awkward to get a bike through, especially when carrying panniers. We reported this to DCC and they have made some alterations to make them easier to negotiate.

Derbyshire County Council has launched a Cycle to Work scheme which has seen a good initial uptake, with 105 employees getting a new bike through the scheme.

A new cycle rack has been installed in Staveley, at the junction of Church Street and High Street, in the triangle at the top of Constitution Hill.

Cycle City Guides are surveying

Chesterfield's cycle routes and the work will form part of Transport Direct's online journey planner at www.transportdirect.info.

Regular users of the Trans Pennine Trail, alongside the Chesterfield Canal, may have noticed that there has been a problem with waterlogging near to Bluebank Lock. It is suspected that water leaking from the canal is the source of the problem.

The water levels in the canal were lowered recently to assist tree cutting and other routine maintenance, and this also appeared to reduce the amount of water sitting on the path, reinforcing this suspicion. Engineers are due to investigate the problem.

Money has been allocated to resurface the Canal towpath between Hollingwood and Mill Green. Although there is no timetable for the work yet, it should be done this financial year (ending March 2012).

A survey of Trans Pennine Trail users has been conducted across

twenty locations, including at Tapton Lock. The survey was fairly detailed and included questions about awareness of the TPT website and ownership of TPT maps, as well as destinations, distance travelled and the money users had spent.

This survey updates a previous one carried out eight years ago, and the results are due to be summarised later this year.

The Market Hall, where the Campaign holds its regular monthly meetings, is due to close next year for

refurbishment. This means we will need to temporarily relocate until the work is finished. Venue to be announced.

The Spire Cycling Club has a new Website and the address is www.chesterfieldspirecyclingclub.co.uk.

New members

- Michael Davidson, Piccadilly
- Robert Northern, Dronfield
- Geoffrey Shaw, Walton
- Jon Wheeldon, New Tupton

2011/12 CYCLE SCHEMES

Here is the current progress of the projects assigned to this year's cycling budget.

East Side Road to Whittington Moor Roundabout

Currently at the design stage.

Town centre route, Church Lane, Packers Row, South Street

Currently at the design stage.

Pottery Lane West to Whittington Moor Roundabout

Currently at the design stage.

Not all the suggested improvements for this scheme

may be achieved from this year's budget. Additional money may be required for a section adjacent to the A61.

A619, Brimington Road to Wikeley Way

The objections and comments received asked for the Toucan to be positioned closer to the junction with Wikeley Way. After investigation, it was agreed that this could be moved to roughly the same location as the existing refuge island to the west of Wikeley Way.

PAPERGIRL CHESTERFIELD

On 17th September, seven ladies and one little girl took part in Chesterfield's very first 'Papergirl' event.



Papergirl is an art project which began in Berlin as a fun way to distribute and show art in public spaces, and is now spreading across the globe. Artists donate work which is then delivered by bicycle to unsuspecting passers-by.

A considerable amount of preparation was involved in planning the day, then collating and tying up the artworks. The delivery route began on Bobbin Mill Lane and followed the Hipper Valley Trail to Queen's Park where the Papergirls stopped and walked around, giving out art as they went. Moving on, the next stop was

the lower market in New Square followed by a ride along Knifesmithgate to the final delivery point by the Tourist Information Centre.

Reactions were very positive and the recipients were pleased and surprised to receive an unexpected free gift!

Almost one hundred pieces of art were donated and each piece was rolled up with a flyer advertising the following week's Green Fair on 24th September. The event concluded with a one-day exhibition in the Pavements Shopping Centre, with the kind permission of Chesterfield Borough Council.

There are no specific plans in place yet for a repeat event, but the ladies involved were keen to have another go next year!

For more information about

Papergirl Chesterfield, including a list of the artists and images of the work they very kindly donated, visit the website at: papergirlchesterfield.blogspot.com

FIRST CHESTERFIELD GREEN FAIR

The first Green Fair took place in the town centre on Saturday September 24th. As well as many stalls to visit, with a variety of activities, there were quite a few items of cycling interest.



The most eye catching was the 'Conference Bike' provided by Cosy Bike from Glasgow. One of only three in the UK, the 7 seater bike ran a service connecting the stalls in the main market to the wood-working stalls next to the Crooked Spire.

Thanks to all the members who

volunteered to run our stall for the day, they reported much interest. Transition Chesterfield's Fossil Fuel to Pedal Power project saw Campaign member Andy Holdaway running a Dr Bike session in the main market and adjacent to him were pedal powered fruit smoothies.

TRIP TO DARMSTADT

by the Secretary, Alastair Meikle

On the weekend of August 20th this year, Darmstadt (Chesterfield's twin town in Germany) organised a 'volunteer weekend'.



Darmstadt is twinned with fourteen other towns and cities and people involved in volunteering in those towns were asked to go to the weekend.

A diverse bunch of projects was identified that could do with extra volunteer help. I was asked if I would like to go along and when I looked at the list of projects I noticed there was a bicycle recycling workshop. My

son and I volunteered for that and the rest of the family volunteered to help in an animal centre similar to our RSPCA.

We travelled out by train on the Friday. East Midlands Trains to London, Eurostar to Brussels, German ICE train to Frankfurt and local train to Darmstadt. Journey time going out eight hours, coming back took seven hours.



*"To the bicycle parking / to the platform
Return is only possible by bike "*

"Please dismount"

It was organised for us to stay with a family and they met us at the station with a car for luggage and we hired bikes at the station to use for the weekend.

On the Saturday we cycled to the bike recycling workshop to find it is part of a centre for homeless people providing food, an address for correspondence and to give them a bike. There was a large stack of bikes in one corner of the yard and our task was to assess what was repairable and what wasn't. Those that weren't had usable parts stripped off and kept in the workshop.

We spent all day working on the

bikes with a break for a typically German lunch of bread, cheeses and meats. There were around ten of us working there and by 4.00pm we had produced around ten working bikes and a stock of spare parts.

After cycling to collect the rest of the family we almost immediately went off to a reception for the volunteers in an old brewery converted into a community centre. Lots of food, German beer, games to join in and the usual band.

The family we were staying with took us on a sightseeing tour by bicycle of Darmstadt the next day and then we came home on Monday.

PLANNING ROUNDUP

LIDL, CHATSWORTH ROAD

Lidl have applied for permission to increase their warehouse space. Given that a previous agreement to install Sheffield stands still hasn't been carried out yet, we took this as an opportunity to ask Chesterfield Borough Council if this new application could be used to enforce the cycle parking. We also requested cross-hatching in the car park to prevent cycle access from the Holmebrook Valley Trail being blocked by cars.

CBC told us that they already had a commitment from Lidl to do this and would chase them up about it. Permission was granted on 23rd September, but so far we have not had any feedback on the cycle facilities. Ref: CHE/11/00456/FUL

CHAMBER OF COMMERCE

The Chamber of Commerce on Canal Wharf have applied to increase their available car parking by seven spaces. As they are situated on the new Stonegravels Way, we asked for cycle parking to be included as a

condition in order to encourage cycling.

Permission was granted on 6th October with no conditions attached, which means that no cycle parking was imposed. Ref: CHE/11/00480/FUL

ALDI, SHEFFIELD ROAD

An application has been submitted for a new Aldi store on Sheffield Road, near to Tesco. The plans show five Sheffield cycle stands close to the store entrance on the north eastern corner of the site, next to the mini-island within the Tesco site. Pedestrian access is shown from the adjacent path and, as this is a shared cycle/pedestrian path, this will also allow convenient access for cycles.

The application was passed on 1st November and includes a condition that the cycle stands must be present before the site can be taken into use. Ref: CHE/11/00545/FUL

RUGBY GROUND, SHEFFIELD ROAD

Response pending.
Ref: CHE/11/00717/FUL

PENNY FARTHING RACING IN MATLOCK

On September 11th, 'Pennies in the Park' – a penny farthing race and cycling event – took place in Hall Leys Park, Matlock.



The track was laid out along the two main paths running parallel to the river with a dog-leg off around the bandstand. The tight curves were protected in places with straw bales.

In the morning, there was a unicycle race on the track and during the lunch interval the crowd were able to watch unicycle polo on the tennis courts. On another court there was a 'monowheel', a large diameter wheel that you sit inside. It looked impossible until

seeing someone who had obviously done it before!

At 2.00pm the main event, the penny farthing race, began with a rolling start. The 'pace car' was a 'tuk tuk' from the Indian restaurant opposite! Great fun to watch especially as they leant round the corners.

In the middle of the park were various displays of cycling interest and the event saw plenty of visitors arriving by bike.

CYCLE CAMPAIGNING AND LOCALISM

The Coalition Government's Localism policies present a challenge for organisations set up for national campaigning. Local groups are ideally placed to meet the government's agenda, but don't necessarily have the resources to campaign effectively.

National organisations CTC and Cyclenation held a conference in Sheffield on 15th October to discuss how they will be able to support these groups effectively. Chesterfield Cycle Campaign funded places for two members to go along to learn more.

The conference began with a welcome from the University of Sheffield and a presentation on their commitment to cycling, which includes employing a travel plan officer, recycling bikes and subsidising bus services from car park fees.

Matthew Brunt, Assistant Director of the Passenger Transport Executive Support Unit, then outlined what localism is about before moving on to changes in the planning system. These changes bring up a number of concerns about the new proposals such as a lack of definition of sustainable development and how it relates

to transport, plus a weakening of the requirement for travel plans and assessments for major developments.

Conference Chair, Philip Darnton of the Bicycle Association, arrived late thanks to East Midlands Trains but got the biggest cheer of the day when noting the transfer of Minister Philip Hammond, widely viewed as anti-cycling, from the Department of Transport to Defence, replacing Liam Fox.

Roger Geffen of CTC outlined the new arrangement with Cyclenation to support local campaigning groups aimed at boosting their skills and effectiveness through a new 'Memorandum of Understanding'.

Jason Torrance of Sustrans closed the morning presentation with a summary of how current political realities will impact on

cycling including 29% cuts in local transport funding and the loss of Cycling England. However, shifts in areas of health, education and transport may indirectly impact on cycling, and he emphasised the need to connect cycling with health reforms and the sustainability agenda.

The afternoon featured a series of Workshops hosted by a number of projects including

Cyclestreets, Bristol Cycle City and 20's Plenty, and Danny Dorling of the University of Sheffield closed the day with a presentation showing some interesting maps of the major modes of transport for different age groups and genders across the country.

More detailed information on the conference and the participating organisations can be found online:

Cyclenation Conference Summary:

www.cyclenation.org.uk/news.php#572

Cyclenation and CTC Memorandum of Understanding:

www.cyclenation.org.uk/news.php#573

Cycle Sheffield: *www.cyclesheffield.org.uk/conference*

Cyclestreets: *www.cyclestreets.net*

Bristol Cycle City: *www.betterbybike.info*

20s Plenty: *www.20splentyforus.org.uk*

EVENTS

Monday 12th December 2011 - Health Promotion Event at the Chesterfield Hotel. We will have a stall there and need volunteers. Please contact Alastair Meikle if you can help. Tel: 01246 520820 or Email: secretary@chesterfieldcc.org.uk.

Tuesday 13th December 2011 – Campaign Christmas Social at the Crispin Inn, Ashgate Road. Food may be booked in advance. Please contact the Secretary, Alastair Meikle, before 3rd December if you would like food, or for more details. Tel: 01246 520820 or Email: secretary@chesterfieldcc.org.uk.

CHESTERFIELD CYCLIST WINS BIKE

The Derbyshire Active Travel Challenge, an exciting health and environmental travel initiative, took place between 5th and 30th September 2011.

Teams from organisations and groups across Derbyshire competed to see who could get the most staff or members to walk, run or cycle. The winners were the organisations or groups who got the highest percentage of members to join in. Teams from Civica (Chesterfield), Chesterfield Borough Council, Chesterfield Royal Hospital and Chesterfield FC joined in the fun!

What do the Police, Age UK Derby and Derbyshire, Weleda Ltd, and North East Derbyshire District Council (NEDDC) have in common? They all came top in their team size categories, and won some great prizes! The Police won a luxury hamper from Croots Farm Shop, which they have donated to charity. Age UK will soon be enjoying a selection of

outdoor goodies from Cotswold Outdoors. The Weleda team will be swinging through the trees in the Go Ape, Buxton experience and NEDDC will be out and about in Derbyshire enjoying a guided walk with Peak Walking Adventures.

Andy Brown, leader of the



winning Police team, the Trainers, said “Personally the challenge not only got me active but saved me some fuel money. This has the knock on effect of helping the environment. I would recommend any group of work colleagues to take part in future challenges. 'The Trainers' will certainly be looking out for the next challenge!”

There was also a competition for individuals to see who could log the most active travel trips. Top was Ray Gumbley from Age UK, who logged 75 trips in 4 weeks. His secret? Not having a car! Liz Blackwell (pictured) who works for the NHS in Chesterfield, came 4th and won a classic reconditioned bike donated by Choose Cycling. Liz

is apparently putting it to good use cycling along some of the great canal routes in Chesterfield.

In total, 350 people registered on the website, and 45 teams competed. 16,752 Miles was actively travelled, and participants burnt off 1,183,699 Calories, and saved 5712.59kg of Co2! And a lot of (unquantifiable) fun was had!

To see this year’s winners of the Derbyshire Active Travel Challenge 2011, go to www.activetravelchallenge.org.uk.

To register your interest for next year’s Challenge, send an email to info@activetravelchallenge.org.uk.

LOCAL TRANSPORT PLAN 3

Derbyshire County Council have now published their new Local Transport Plan which sets out their strategy for transport for the next fifteen years.

The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment.

You can download it from DCC's website at www.derbyshire.gov.uk. From the menus, choose Transport and Roads → Transport Planning → Local Transport Plan 3.

NETHERLANDS CYCLING STUDY TOUR

In September, several members of the recently formed Cycling Embassy of Great Britain (CEoGB) visited The Netherlands to see for themselves what makes the country so good for cycling.

Following the trip, CEoGB member David Arditti expressed some of his thoughts on his blog *Vole O'Speed*.

The scale, quality, ambition and diversity of the infrastructure to allow average people to cycle safely, comfortably and conveniently to anywhere they need to go in the whole country went beyond what he imagined, even after having read about it beforehand. On the other hand, he found that his pre-conceptions about other aspects of good cycling conditions such as driver behaviour, strict liability and enforcement were less important than he expected because the infrastructure tends to 'design out' the most dangerous conflicts.

Surprisingly, only around 10% of the roads have segregated lanes beside them, but this figure is misleading because it doesn't follow that the other 90% is shared with motor vehicles in the conventional UK sense. Where roads have segregation, they are the critical 'backbone' routes on which the most cycling takes place. Many cycle paths are also totally separate from the road network.

Where cycling is unsegregated, it happens on roads where the number of motorists is low because the main traffic volumes are funnelled along more appropriate parts of the road network. Elsewhere, one-way systems for motorists only, and

POLICY & FINANCE

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cul-de-sacs which retain permeability for cyclists, mean that the drivers in these areas are usually local residents or have particular business there – the system discourages rat-running.

There are many myths about how the Dutch have achieved such high cycling rates and David addresses some of them:

- **Driving and parking is made difficult:** There are fast roads, motor access to everywhere needed and inexpensive or free parking. Combined with fewer traffic jams, driving in the Netherlands is actually easier than the UK.
- **Planning has put everything within easy cycling distance:** Only partially true, and there is no strong relationship between urban sprawl and cycling rates. When cycling is made easy, people are often willing to cycle significant distances.
- **Motorists are forced to behave well by “strict liability” and other laws:** There are bad Dutch drivers just as there are bad UK drivers but separation from

motorists helps to keep cyclists safe from bad drivers. The laws actually came *after* the introduction of segregation and subsequent mass cycling.

- **Dutch cycling culture is just about slow utility cycling:**

Cycling can be fast in the Netherlands if you want it to be, helped by features like priority at junctions and smooth surfaces.

Sometimes it seems impossible that we could ever fit segregated cycle lanes into our narrow, crowded streets without outrage from motorists and politicians alike. Yet the Dutch began from a position much like we are now. It took around 40 years, but they began by doing the easier things, then improved them little by little.

To read the full article, visit Vole O’Speed, voleospeed.blogspot.com. The post is entitled “Some more thoughts on Dutch cycling” and is dated 4th November 2011.

In another blog post, David also describes how the Dutch approached the gradual introduction of infrastructure by tackling main arterial routes first. See “The cycle of decline in Outer London”, dated 21st October 2011.

GET INVOLVED!

Campaign Meetings are held on the second Tuesday of each month at 7.30pm in the Urban Studies Room at the Market Hall Chesterfield. The next meetings are on 13th December (Social), 10th January, 14th February and 13th March.

Greendrinks is an informal gathering of 'green' minded people and takes place on the first Wednesday of each month from 7.00pm at various venues - see www.greendrinks.org/Derbyshire/Chesterfield.

Visit the forum on our website at www.chesterfieldcc.org.uk to contribute your ideas and opinions.

To report road faults, telephone Derbyshire County Council on 08456 058 058.

Membership Form

Full Name Tel

Address

.....

Email

Membership Type (please tick)

Adult, £5 [] Family, £10* []

Unwaged, £2.50 [] Under 18, £1 []

Optional donations welcome.... [£]

* Family membership includes 2 adults and all children under 18 living at the same address. Please give names and ages of all children below:

Please send this form, together with a cheque or P.O., payable to "Chesterfield Cycle Campaign" to: CCC Membership Secretary, 9 Ashgate Avenue, Chesterfield, S40 1JB.

NB. These details will be stored on computer.