

# CHESTERFIELD CYCLE CAMPAIGN



## CAMPAIGN UPDATE

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Relaxed cycling in Munich, page 6

[www.chesterfieldcc.org.uk](http://www.chesterfieldcc.org.uk)

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# CAMPAIGN CHAT

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As part of the 2014/15 cycling budget, the cycle path along **Loundsley Green Road** is due to be extended at its north end as far as Newbold Road. We still don't have an idea of when this work might start because Derbyshire County Council is still awaiting legal approval to cross the verge owned by Chesterfield Borough Council.

Related to this scheme was a potential change to the bus link off Cheedale Close to also allow cycling, discussed at the original cycling audit. This would help with greater permeability for cycling in an area where cyclists would otherwise need to take a substantial detour to get around.

Unfortunately, it looks as if this probably won't be going ahead, at least not in conjunction with the path works, because changes to the traffic regulation order will be costly and time consuming and it is not considered to be a high priority at this time.

The **Whittington Moor underpass** improvement project, also from the cycling budget, will not take place this year as

originally planned because the newly constructed path at the side of the A61 has gone quite a bit over budget.

In addition, there is a major scheme proposed to alter the Whittington Moor roundabout for motorists but there is still some uncertainty over the details. Until this is clear, then there is no point spending money on work that will be changed later.

However, we have been assured that it won't be forgotten about and, if the subways are going to remain, Derbyshire County Council hopes to be able to find future funds from Local Enterprise Partnership money.

A new local group called "**Grassland Hasmoor**" has won a major lottery bid which will see the Grassmoor and Hasland area receiving at least £1 million of funds over the next 10 years. This money, along with other dedicated assistance, is aimed at supporting residents to make the area an even better place to live. Part of their aspiration is to connect the two communities with walking and cycling routes.

For more information visit their website at [www.grasslandhasmoor.co.uk](http://www.grasslandhasmoor.co.uk).

During January four Campaign volunteers spent three hours cutting back vegetation alongside **Walton Dam**. This time the work has been easier as they were going over what they had done last year. If you would like to help with volunteer work like this, please make your interest known to the Secretary and we'll contact you when work is next taking place.

More than three months since opening in November, the **new Nando's restaurant** at Alma Leisure Park on Derby Road still hasn't installed the new cycle parking required by their planning permission. As the old racks have already been removed this means that there is currently no parking at all on this site.

In January, we drew this to the attention of Chesterfield Borough Council and they have chased the developers. Having initially attempted to source racks from Europe, they now say that the US company they ordered them from was unable to process their order and they

are looking for a different supplier. It seems to have become a very complicated process considering that a wide choice of cycle parking is readily available from suppliers in the UK. The developers have promised to have the racks installed during March and CBC will be monitoring to ensure that this happens.

The project to refurbish **Queens Park footbridge**, including higher railings to permit cycling, is expected to start on the 9th March and last for a period of 8 weeks. There are a couple of things that need to be finalised before complete confirmation of this date. The footbridge will probably be closed for the duration of the works but a diversion will be put in place and plenty of notices will be displayed before the project begins.

The crew will require a small 'compound area' to keep tools and equipment, which will be located on the verges of the cycle path behind North Lodge. At this moment, we are not sure how much impact this will have on the useability of the cycle path.

It's unfortunate that the works are being carried out during Easter, but Derbyshire County Council is keen to complete the job before the main summer period.

The Campaign is due to move its **monthly meeting** away from the Market Hall following a huge increase in the cost of the

room hire, from £8 to £45. We were signatories to a joint letter to Chesterfield Borough Council asking for this increase to be reconsidered, but their response was unsympathetic.

The last meeting at the Market Hall will be on 9th March, with the April meeting to be held at a new venue to be decided.

## **WHEELDON MILL PLANS MODIFIED**

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In the Autumn issue, we covered the plans to build a large housing development on the site of the former greyhound track at Wheeldon Mill near Sainsbury's.

The original plans contained no cycle facilities on-site, nor anything to link up with nearby cycle routes.

As part of the original consultation, we suggested a bridge linking the site to the Trans Pennine Trail and the developers have now resubmitted plans that include a bridge over the Chesterfield Canal.

However, the proposed bridge is only 1.8 metres wide – which is not wide enough for two cyclists to pass each other safely – and features steps on the

towpath side! They cite the new footbridge at Constitution Hill, Staveley, as a similar accepted example.

Obviously, we have pointed out that steps are not acceptable for a cycle route and that the bridge must be 4 metres wide to comply with Government guidelines, with the minimum acceptable being 3 metres including the recommended additional margin of 25 cm on each side due to the high railings. The railings themselves would also need to be 1.4 metres high for a cycle route.

# **MORE FUNDING FOR CYCLE ROUTES**

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In November last year, we discovered that Derbyshire County Council had been awarded £750,000 funding from the Local Growth Fund via the D2N2 Local Enterprise Partnership's sustainable travel programme.

They are also supplementing this amount with a further £200,000 bringing to total up to £950,000. Unfortunately, this money is not able to be spent before the 2016/17 financial year.

On 13th December, two members of our Committee attended the first meeting to discuss what projects might be funded and agreeing overall ideas, one of which is that all routes created should be asphalt surfaced.

The main thrust of the funding will be to create a through-route from the Sheepbridge and Peak Resort area to Clay Cross, with links to MEGZ at junction 29a, the Royal Hospital at Calow and to the Chatsworth Road corridor. Improvements to other links may also be considered if they can be shown to complement these priorities.

Other major development projects situated along this main through route are also expected

to be integrated into the overall scheme, such as The Avenue at Wingerworth, the former Biwater works at Clay Cross and the "Hasmoor Grassland" project which, among other things, aims to improve walking and cycling links between Hasland and Grassmoor.

Other supporting work is also eligible to be funded by this grant money, so the Campaign raised the issue of maintenance problems with existing routes. One idea raised was for a pavement sweeper that is also able to clear snow and apply grit. Although well received, it was pointed out that the funding could only use for capital projects, so they could potentially buy the equipment but not be able to pay anyone to operate it.

The next meeting was planned for the end of February, so we'll report back on progress in the next issue.

# A FEW DAYS IN MUNICH

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During last year, Campaign Secretary Alastair Meikle and his family took a short break in Germany.



“In October we took the opportunity to visit my Godson and fellow member of the Campaign who lives in Munich. He has a small collection of bicycles which made getting about the city very easy!

Over four days we covered quite a bit of the city on bikes and it struck me how similar facilities are to here in the UK. Many busy roads have cycle paths built alongside them but they

are quite narrow and often divert onto other bits of pavement. Of course, smaller roads don't have cycle lanes but some are designated 'cycle streets' with barriers blocking traffic access from one end.

There are many 'shared' paths through parks without official designation, it just seemed expected that you can cycle on them despite being quite narrow and busy! If a cycle route has a

'Frei' plate it means it doesn't comply with national standards.

Having said that, there is a huge amount of bike usage compared to here. Many residential streets are just lined with bikes, many not locked. Every beer garden and café in the parks have huge bike parking areas.

Just around the corner from where he lives is an excellent bike shop selling Bromptons, Moultons, cargo bikes and accessories; they do have 'normal' bikes but very few!

There was a steady trade in ad hoc repairs the couple of times I stopped to chat to them and I was able to get a few parts for hub geared bikes that are not readily available in this country.

We travelled there and back by train. Out via Brussels, Cologne and Frankfurt then back via Paris. The journey out meant staying a night in Brussels in a hostel near the station (£17) but London to Munich single was £55 using the

'London Speziale' ticket available from German Railways!

On the way back it was a little more expensive because we had to buy a separate Eurostar ticket but we wanted to travel on the new double deck TGV service direct from Munich to Paris which incidentally takes bikes. On the return journey we left Munich at 06.25 and with a five hour stop in Paris for lunch were back in Chesterfield by 21.45."



# CYCLE PATH MAINTENANCE PROBLEMS

The Campaign continues to highlight maintenance problems along various cycle facilities in Chesterfield with Derbyshire County Council.

Unfortunately it seems impossible to get a commitment to any kind of routine maintenance and persistent reporting is needed to get anything done.

Common problems include obstruction and narrowing by vegetation, muddy surfaces, rough surfaces, slippery fallen leaves, dog fouling and broken glass. Snow and ice can also cause significant problems because bike paths are never cleared or treated.

Cycling is often a good substitute for driving because moderate distances can still be covered in a realistic time frame. However, once paths become obstructed it's much more difficult to pass other users and this can drastically affect journey times.

For transport journeys, it's not uncommon to want to travel in normal clothes but who wants to sit at work or go shopping in

clothes that are spattered with mud or worse?

Rough, unmaintained surfaces are not only uncomfortable and more tiring to ride on but they are also a concern for anyone wanting to carry fragile loads by bike, for instance a commuter with a laptop or shopper returning home with eggs and soft fruit.

If authorities are serious about getting people to switch some of their car journeys to bicycle then it's really important that issues like these are monitored routinely and addressed promptly.

In the meantime, we would urge anyone noticing problems to report them to Derbyshire County Council's 'Call Derbyshire' service on 01629 533190 or email [contactcentre@derbyshire.gov.uk](mailto:contactcentre@derbyshire.gov.uk).

# CAMPAIGN CHRISTMAS SOCIAL

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On Tuesday, 9th December, as in previous years, the usual Campaign business meeting was replaced by our Christmas Social.



The venue this year was again The Crispin Inn at Ashgate, now free of the Tesco 'take-over' threat, although the pub's future is far from clear.

Around 30 attended including around 7 members of Brampton Community Band which provided the live music for the evening. Some members of the Band are also members of the Campaign, and so each year they are cordially invited to share the evening with us.

There were 6 teams for the Quiz which, despite the haranguing and challenges, settled down in good order each team drawing on its members' best efforts to prove themselves intellectually adept! The half-way point in the Quiz (i.e. before the answers are declared) an interval is taken to partake of a buffet supper which was provided by our hosts Ben and Katie at the Crispin, and to everyone's delight included chips! Diets were eschewed and everyone

tucked into the more-than-adequate buffet (chips with everything!).

Following supper the answers to the Quiz were revealed the result being a draw between two teams with 24 points each. A Tie -Breaker question was announced, and the correct answer swiftly being given By Dave Fookes.

The main excitement over, the band played on until around 10.30pm when everyone departed for home.

Thanks are due to all who participated; the band, our hosts, our quiz-master (Barry), and everyone who came along and engendered a good fraternal spirit, a fitting end to our 19th year of Campaigning.

## **FINANCIAL BENEFITS OF CYCLING**

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Towards the end of last year, the Government released two very interesting reports on the costs of obesity and the benefit-to-cost ratio on investment in cycling.

In other words, whenever money is spent on cycling the nation benefits from a financial return that exceeds the amount invested.

By contrast, billions are spent supporting roads and motoring but the taxes collected from motorists (around £32 billion in 2010\*) don't even cover the damaging side effects of motoring such as excess delays, accidents, poor air quality, physical inactivity, greenhouse gas emissions and noise (estimated to be £50 billion\*).

And this is before even

considering the money needed to repair and maintain the roads themselves; the Asphalt Industry Alliance estimates that we would need to spend £12 billion to bring UK roads up to a decent standard.

(1) Public Health England - "Everybody Active, Every Day"

A key headline from this report is that physical inactivity is estimated to cost the country over £7 billion a year.

*<https://www.gov.uk/government/publications/everybody-active-every-day-a-framework-to-embed-physical->*

*activity-into-daily-life*

(2) Department for Transport - "Value for Money Assessment for Cycling Grants"

In February 2013, £94 million in grants was awarded to eight cities and four National Parks, including the Peak District which received around £7 million.

On average, across all the projects, for every £1 spent there was a benefit gained worth £5.50. In the best case, £35 of benefit was gained for every £1 spent and even the worst performing project saw a benefit of £2 for every £1 spent!

In the Peak District, there was £6.50 of benefit for every £1 spent.

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/348943/vfm-assessment-of-cycling-grants.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf)

With figures like these, it is really hard to understand why the Government still isn't fully behind investment in cycling.

\* The War on Motoring, Myth or Reality? Institute for Public Policy Research

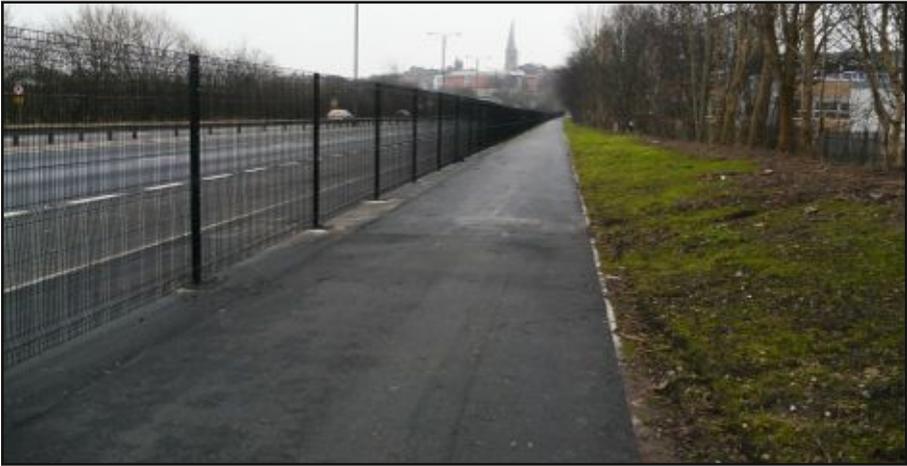
[http://www.ippr.org/assets/media/images/media/files/publication/2012/08/war-on-motoring-myth\\_Aug2012\\_9542.pdf](http://www.ippr.org/assets/media/images/media/files/publication/2012/08/war-on-motoring-myth_Aug2012_9542.pdf)

## **STONEGRAVELS WAY EXTENSION OPENS**

The new section of the Stonegravels Way, bypassing Infirmary Road, opened just before Christmas and many of you will have now had an opportunity to try out the new route.

In common with the rest of the route, it is 3 metres wide along most of its length and surfaced with asphalt. It feels much faster than cycling along Infirmary Road and runs continuously with the first

constructed section that emerges beside the Casa Hotel. There is an access point to Wharf Lane about half way along and the existing access to Hazlehurst Lane has had its dropped kerb lowered to give a smoother transition onto the road.



Due to limited space around the pedestrian bridge at Wharf Lane, the path narrows significantly which is a bit of a shame as it creates a rather inconvenient bottleneck.

In the short time since it opened, it has quickly become popular with dog walkers and dog

fouling is a noticeable problem. This has been reported to Chesterfield Borough Council along with a request for dog waste bins to be added at intervals along the entire Stonegravels Way and "Pick Up or Pay Up" path stencils. However, if you use this route and continue to be affected by

the problems, please consider reporting it again by phoning 01246 345735 or filling in the contact form on Chesterfield Borough Council's website.

Another problem is with inconsiderate drivers obstructing the Infirmary Road end by parking on it. Unfortunately, Council enforcement officers can only

issue tickets to vehicles on double yellow lines and the most southerly end has a yellow hatched box instead, which is a police matter.

Derbyshire County Council has begun the process to hopefully get this part changed to double yellow lines as well but this could take up to six months.

## **QUEENS PARK LIGHTING PROBLEMS**

As the clocks went back at the end of October, it became apparent that a number of lights on the cycle path through Queens Park had failed.

For some distance between the café and the leisure centre car park the path has been extremely dark, and the light nearest Park Road seems to only work intermittently.

We reported the problem early in November. Chesterfield Borough Council sent someone to take a look at the problem, discovered that they had been vandalised and said that they should take around a week to fix. Then, when a contractor attempted to make repairs in early December, it emerged that one column had lost its electrical

supply and would need a new cable laying. However they did manage to get the light nearest the car park working.

Since then, the three remaining faulty lights are still not working properly which is particularly frustrating because they were desperately needed during the darkest months of the year. As we head towards spring and the days get longer, the need for working lights becomes less important but this means that there is now less incentive for the Council to finish the repair before next winter.

# ENHANCEMENT WORK DISAPPOINTS

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Gateway Enhancement work outside the railway station is now complete and the Campaign has been in contact with Chesterfield Borough Council to express our disappointment with the scheme.



Apart from a relatively informal conversation that took place far in advance of this project, we were not consulted about the details of the scheme and felt that we should have had the opportunity to comment on any work likely to impact on a cycle route within the town. In particular, the old facility did not meet current infrastructure guidelines and this would have been an ideal opportunity to

bring it up to a modern standard.

The segregated cycle path is only around 1.3 metres wide and impossible for two cyclists to pass each other without encroaching on to the pedestrian site – current standards call for a minimum 3 metre width with an additional 25 cm on each side where the path is bounded by a high vertical structure such as a wall or fence.

The original plans showed one lane at the top of Crow Lane where it joins Malkin Street but by the time the scheme was constructed this had changed to two lanes accompanied by the removal of the on-road cycle lane and the central refuge which formerly helped

pedestrians to cross Crow Lane

Coloured surfacing is due to be added across the car park entrance and the A61 slip road, but this cannot be during during cold weather. We have also asked what the plans are for signage to help direct incoming cyclists arriving by train.

## **CHATSWORTH ROAD DEVELOPMENT**

Action to develop the GK Group site on Chatsworth Road seems to be underway again.

Pre-planning discussions have taken place and a request has been submitted for an opinion on whether an Environmental Impact Assessment will be required (CHE/14/00835/EIA).

The development proposes a mixture of retail and restaurant use with 144 car parking spaces and 10 disabled spaces. Its immediate proximity to the Hipper Valley Trail cycle route, and short distance from the town centre makes it ideal for journeys by bicycle.

Substantial investment is currently going in to the Hipper Valley Trail with the imminent extensions at the west end to Holymoorside and eastwards to

the railway station. We are concerned about the damaging impact that this development will have on the safety and useability of the overall route if it encourages an increase in vehicle volume and speed along Goyt Side Road. Although a relatively quiet road in general, it already suffers from problems with uncomfortably fast rat-running traffic at commuting times.

In anticipation of a forthcoming planning application, we have contacted Chesterfield Borough Council to let them know that we will be seeking improved facilities for cyclists in this area.

# INKERMAN PARK PATHS RESURFACED

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Last year, the Friends of Inkerman Park successfully applied for a grant from Biffa to renew the cycle path across the park and were awarded £30,000.



The Friends wanted to resurface the existing path surface and also build a new section across to Brampton Manor too. This meant that, unfortunately, asphalt would be too expensive and the money would only stretch to a 2 metre wide crushed stone surface plus drainage work to direct surface water under the path in the worst parts.

Construction started at the end of November and work was

completed in January. New bollards will also be fitted at the park entrance near to Inkerman Cottages.

The spoil that was excavated is going to be used to create a new soil bank on one side of the park near the flats to stop erosion of the wall there. There are also some large rocks that have been excavated and the hope is to use these to make a feature at the new junction near Rockingham Close.

# NEW LEISURE CENTRE CYCLE ACCESS

Many of you will be aware that construction began on the replacement Queens Park Leisure Centre towards the end of last year, but work started without any details about cycle links being finalised.

On 28th November, officers from Chesterfield Borough Council met with the Campaign and Transition Chesterfield to discuss ways to improve access by cyclists and pedestrians.

For cyclists, we suggested creating a new way into the Park from the Hipper trail by removing a panel from the fence alongside the short access path to the footbridge, then building a tarmac path to meet up with the main path around the lake. The route would then continue up the centre of the park alongside the cricket pitch, past the conservatory to emerge onto Boythorpe Avenue beside South Lodge.

From here, various options were suggested but the idea that was settled on involved widening the footway on the Park side to around halfway along Boythorpe Avenue. Then, introduce some sort of crossing over Boythorpe Avenue,

possibly a zebra with adjacent cycle crossing, before continuing along a further widened footway on the other side of the road to meet up with the proposed cycle and pedestrian entry to the leisure centre site on the corner of Boythorpe Avenue/Boythorpe Road.

Within the site we objected to the coach drop off point being on the cycle route and suggested they either move the drop off point or widen the shared path and perhaps have a barrier to separate coach passengers and cyclists.

Transition Chesterfield were concerned that the 'desire' line for pedestrians is straight across the car park and a wide zebra crossing marking to give pedestrian priority was suggested. Both organisations made it very clear that the car-centric layout of the new centre wasn't appropriate for a health promotion building.

For various reasons the path which climbs the bank in the annexe to exit onto Park Road at the junction with Summerfield Road which we had got amended to a shared route is to be closed off. There will be a new exit onto Park Road on a level with the new centre.

Once again this shows a major development not taking into

account sustainable transport from the outset, and only when the design is finished is it amended to get 'the best we can'.

Developers not are delivering sustainable solutions and council officials won't hold out for what should be a best practice solution. Why does it have to be like this?

## **NEW HOUSING FOR DUNSTON LANE**

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An outline planning application has been submitted to develop around 300 new houses on an area of greenfield land to the west of Dunston Lane.

The illustrative masterplan shows a cycle route running east-west through the centre of the site and a second route through green space around the northern border of the site. At this stage, there are no details to indicate the form the cycle infrastructure will take.

However, a detailed drawing showing the junction of the new access road with Dunston Lane hints that the the cycle route is likely to be the usual mediocre afterthought that we see with most of these developments.

Only a 2 metre wide "footway" seems to leave the development,

### **POLICY & FINANCE**

**Chair:** Joe Clark

**Vice Chair:** Chris Allen

**Secretary:** Alastair Meikle, 01246 520820  
secretary@chesterfieldcc.org.uk

**Treasurer:** Chris Allen

**Committee Member:** Barry Kay,  
01246 555943

### **MEMBERSHIP & PUBLICITY**

**Membership:** Pam Kay, 01246 555943

**Website:** Robert Kirby  
webmaster@chesterfieldcc.org.uk

**Newsletter:** Nicola Peck  
newsletter@chesterfieldcc.org.uk

**Publicity:** Vacant - volunteers please  
contact the Secretary

and no reference to a cycle route is visible, suggesting that cycling hasn't been considered at all at this stage and suggesting that what facility is eventually provided will be shared with pedestrians within a sub-standard width.

To either side of the junction there are two pedestrian refuges. Although no dimensions are given, refuges create a bottleneck if more than one cyclist is trying to cross and can often be too small to accommodate bicycles comfortably. They also create dangerous on-road conditions for any passing cyclist using the main road.

Then, on the other side of the road, 2 metre footways are provided to connect with the existing cycle track on Dunston Lane. Government guidelines recommend that cycle tracks are built to a minimum of 3 metres wide when shared use.

The supporting travel plan isn't much better. It makes the usual reference to cycle journeys being practical within a 5 Km radius of the site, supposedly putting the Town Centre, Old Brampton and the majority of Dronfield

within easy reach but without considering the fact that the road conditions will deter most people from making such journeys.

It also highlights a network of lightly trafficked residential roads to the south of the site, linking to the town centre. Apart from the fact that it isn't possible to directly access these quiet roads from the development, weaving through indirect housing estate roads can lengthen the journey considerably. It's also easy to get lost if you are not already very familiar with the area or have made the effort to plan your journey in advance. Compare this with the convenient and direct provision made for motorists.

In this day and age, cycling provision should be fitted into new developments as part of the initial design process but we are still seeing sub-standard facilities being squeezed around the motoring provision as an afterthought.

Planning ref:  
CHE/14/00873/OUT

# GET INVOLVED!

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Campaign Meetings are held on the second Tuesday of each month from 7.15pm in Room 2, Market Hall, Chesterfield. The next meetings are on 10th March, 14th April, 12th May and 9th June. NOTE: New venue from April meeting onwards, to be decided.

**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](http://www.greendrinks.org/Derbyshire/Chesterfield).

**Visit the forum** on our website at [www.chesterfieldcc.org.uk](http://www.chesterfieldcc.org.uk) to contribute your ideas and opinions.

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

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## 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.