

Chesterfield Cycle Campaign



Campaign Update
Published quarterly
Number 73 Winter 2015



www.chesterfieldcc.org.uk

Affiliated to the CTC and Cyclenation

A message from the secretary

Following our AGM in November we have a bit of a change in Campaign personnel.

Our long standing chair Joe Clark has decided to step down and has been replaced by our one time vice chair Chris Allen.

Joe has given sterling service to our Campaign being involved throughout our 20 year history.

Chris has an encyclopaedic knowledge of footpaths and cycle routes all over NE Derbyshire. He is a regular volunteer with DCC Countryside services and until recently was chair of the Friends of the Trans Pennine Trail.

Nigel Vernon who regularly organises our 'Cycle in Style' rides fills the job of vice chair.

I produced the last newsletter (and this one) following our previous editor Nicola Peck's decision to step down. I am pleased to say that a volunteer has come forward! Paul Gregory won the 'Best Dressed Rider' prize donated by the Vintage Tea Rooms at our last Cycle in Style ride. Paul runs a company called 'Velotastic' specialising in cycle clothing and other accessories. His first newsletter will be our Spring 2016 edition.

Special thanks must also go to Andrew Berry who ran our recent

members survey. The results are published on the following pages. Knowing members views will help the Campaign in its negotiations with local authorities to further the cause of local sustainable cycling.

Other long standing members Pam and Barry Kay continue to play a major role with the Campaign. Pam is membership secretary and Barry continues as a committee member without portfolio!

Megan Cook continues as minutes secretary and Chris Allen also has the job of treasurer. I remain as secretary.

The Campaign has a lot to celebrate this year!

Make no mistake that our constant campaigning of the last 20 years has established our credibility with DCC, at present we enjoy a good relationship with the officers there which has resulted in an amazing amount of new cycling infrastructure being built or planned in the town.

We are well aware that it isn't always to the highest standards or that not everyone agrees but we are steadily moving towards a joined up network.

The latest and biggest project started a few weeks ago - linking the railway station to the skate park area at the side of B & Q. This £1m

project will eventually see a level shared path allowing traffic free cycling (and crossing over four roads on bridges!).

This route is a vital part of the cycling infrastructure in Chesterfield linking the west and south of Chesterfield to the railway station and the Trans Pennine Trail and the A61 Stonegravels Way route.

Over the past two years we have seen two footbridges have their railing heights increased to allow cycling. Firstly the bridge near the Chesterfield Hotel, secondly the Queen's Park bridge. Unfortunately a very poor and slippery surface has been put on this bridge. DCC are aware of the problem and it will be rectified soon.

I have been working closely with Lisa Hopkinson (Campaign member, Transition Chesterfield & walking audit coordinator) to try to establish a cycle route to the new Queen's Park sports centre being built in the Queen's Park Annexe. DCC have provided new infrastructure across Boythorpe Avenue, we are hopeful that a cycle route will link that to the new sports centre ending at cycle parking for 30+ bikes. Through the Queen's Park we hope to establish a cycle route from the bridge to Boythorpe Avenue. This will involve new level access from the Hipper Valley Trail and a removal of the old bye law prohibiting cycling in the park. The Borough Council officer who is

being supportive of this initiative is Mick Blythe.

Lisa Hopkinson has also been leading our plan to re issue our Chesterfield Cycle Map. Lisa applied to CBC 'Community Chest' for a grant of £2300.00 to enable us to commission Sustrans to produce the new map. There will be 5000 free copies to distribute! We were granted half the amount we asked for by CBC leaving us to find around £1150.00.

Following discussions with DCC we hope they will fund the printing costs (£860.00) leaving the Campaign to fund just £300.00!

We plan to produce the revised map in April 2016 just as the link to the station opens.

Regular readers of this newsletter will be aware that DCC have been awarded a grant of £750,000 by D2N2 (Local Enterprise Partnership). This is to be spent on enhancing cycling and walking connections in Chesterfield. Members of the Campaign have been involved in meetings and another round of cycle audits.

During 2016 we should see cycle infrastructure opening in and around the Avenue site and DCC are hoping Hipper Valley 3, the extension to Holymoorside will happen in the autumn of 2016.

DCC launched their adult cycle training scheme in 2016. Called

'County Rider', any adult living, working or studying in Chesterfield or Bolsover can have up to 8 hours free 1:1 training delivered by National Standards Cycling Instructors.

I hope you will agree that there is a lot of positive news about cycling in this area. However we must be cautious, potential developments off Goyt Side could affect the Hipper Valley Trail (just one example). We need to maintain a constant the vigil about potential planning decisions. If this is something that is of interest to you, the Campaign is always wanting volunteers to check planning applications.

Our monthly meetings have a regular attendance of between 6 and 10 members and we maintain our membership just under 300. These figures are very good when compared to other Campaigns across the country. I believe our membership fees have remained the same since the Campaign started!

I hope you will forgive a little indulgence on my part now. I run a business called Wheely Fun Wheels whose main task is providing Bikeability cycle training at around 80 schools in the north east of Derbyshire (Bikeability replaced the old cycling proficiency test several years ago). The training is commissioned by four School Sport Partnerships. In Chesterfield the SSP manager is

Mark Tournier, based at Brookfield School. Mark is a great supporter of cycling and is passionate about getting more children walking and cycling to school. Chesterfield schools are able to access training on balance bikes for 5 year olds, playground based cycle training for 8 year olds and road based training for 10 year olds. Currently a programme designed to catch those who can't ride a bike by age 6 is also being introduced.

Chesterfield SSP has also launched an 'Active Travel to Schools' programme. During the summer term 2 schools trialed the programme with much assistance from DCC. One school - Brockwell Junior, achieved great results with 82% travelling actively to school mainly due to an extremely supportive member of staff. The programme will be rolled out to other local schools during 2016. Are you a parent or grandparent that could support this?

Lastly I would like to plug Monkey Park CIC! Monkey Park is a social enterprise at the junction of Chester St and Clifton St in Brampton. There is a cafe and bakery (formerly the Gingerbread Boy) open Wednesday to Saturday, 9.00 till 4.00. A bike repair workshop also accepting donated bikes to recycle and refurbish open on Saturdays and upstairs a co-work space for existing and start up small businesses to work and support together.

As a social enterprise the business is 'not for profit' and an extensive range of community enterprise and projects are planned.

Three of the four directors are Campaign members (including me!) and we see many members coming in to the cafe or buying bread

I am particularly 'plugging' the cycling aspect of Monkey Park and although there is a lack of room the bike refurbishing and recycling has started well. If you know of any unwanted bikes they will find a home at Monkey Park!

I hope you agree that going into 2016 we are in a great position cycling wise in Chesterfield and through your continued support we can continue to develop cycling opportunities.



Cycle Campaign Christmas Social

Tuesday 8th December 2015

7.30pm at Monkey Park on ChesterSt/Clifton St in Brampton

Plenty of cycle parking!

Buffet and entertainment
Donations on the night welcome

Please reserve your places by contacting the secretary;
01246 520820 07834 838076
secretary@chesterfieldcc.org.uk

Chesterfield Cycle Campaign - November 2015

Member Survey 2015 - Results Report

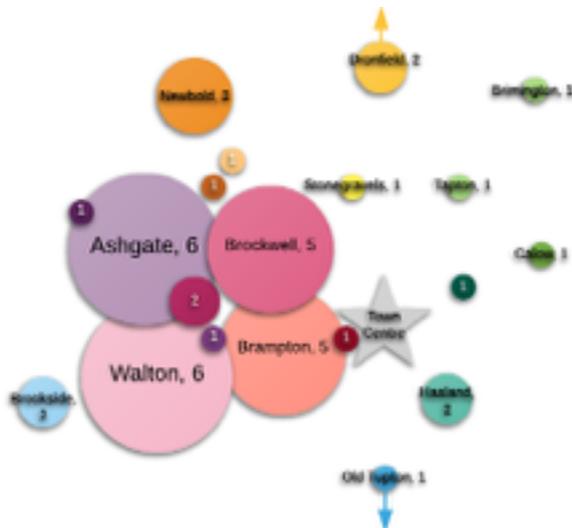
Introduction

The 2015 member survey is an opportunity to keep the Campaign up to date with members' cycling habits and preferences and to make sure it is speaking up for the concerns of all members. A similar survey was undertaken in 2007 which was used to inform the Chesterfield cycle audit.

The survey was launched in the last week of August and was kept open until the first week of November. It received 46 responses. In addition, six of the respondents indicated they were completing the survey on behalf of other members in their household which equates to a further 15 members captured indirectly. Out of approximately 280 members, the survey engaged with 61 members which equals a response rate of 22%.

Eight of the completed surveys were returned as paper hard copies and 38 were completed through the Campaign website link.

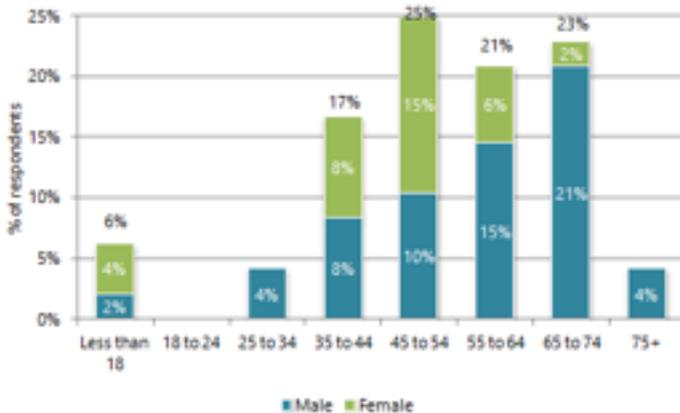
Profile of Respondents: Neighbourhoods and Local Areas Where Respondents Live



Chesterfield Cycle Campaign - November 2015

About two-thirds of respondents were male (65%), compared to one-third female (35%). As shown in Figure 2, the majority (85%) of respondents are aged between 35 and 74. Smaller proportions of respondents are aged 25 to 34 (4%) or over 75 (4%). It is encouraging that there are some responses from the under-18 age group (6% of the total).

Figure 2: Age and Gender of Respondents



n= 46 responses

Cycling Uptake of Respondents

Respondents were asked how many days they cycle on average each month. The results indicate that members cycle on a mean average of 13.2 days each month during the summer (median = 12) and an average of 10.0 days each month during the winter (median = 8 to 10). This compares to results from the 2007 Campaign members survey which found that members cycle an average of 3.4 days per week (median = 3) throughout the year. For the total population of England, the 2014 National Travel Survey finds that people make an average of 18 bicycle trips per year.

The survey asked members why they cycle and the purpose of their cycle journeys, and this was divided into three categories described below and highlighted in Figure 3.

- **Cycling for work or study.** Just under half of respondents (48%) cycle to a place of work or study, while 52% do not (this compares to 1.2% of Chesterfield working residents who cycle to work

Chesterfield Cycle Campaign - November 2015

according to the 2011 Census). Approximately 20% of respondents cycle into the town centre for work or study and 13% cycle to Chesterfield train station for onward travel. Over one-third (37%) of respondents cycle to other locations for work or study, including within Chesterfield (i.e. Newbold, Sheepbridge, Brampton) and outside of the Borough (i.e. Dronfield, Sheffield).

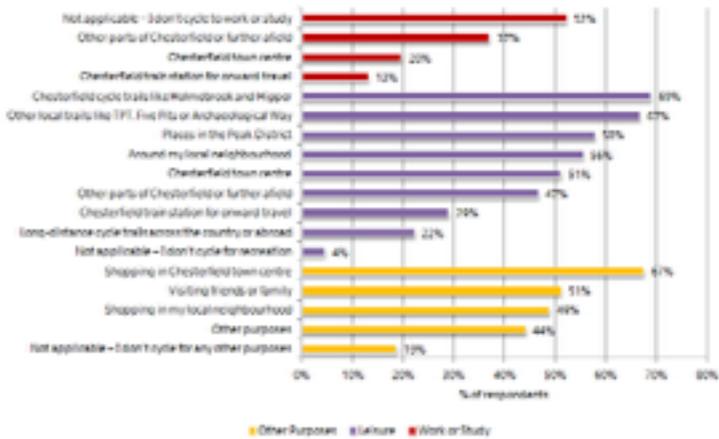
- **Cycling for leisure, recreation or exercise.** Almost all respondents (96%) cycle for leisure and only 4% do not. About two-thirds of respondents use local cycle trails for leisure, including the Hipper and Holmebrook Valley Trails (69%), as well as other local trails like the Trans Pennine Trail, Five Pits Trail or Archaeological Way in Bolsover (67%). Half or more of respondents also report cycling in other parts of their neighbourhoods or Chesterfield and 58% specify that they cycle in the Peak District. Over one-fifth (22%) cycle long-distance routes across the country or abroad. Among respondents identifying other locations, several listed the Chesterfield Canal and Clumber Park, while other examples included Sheffield, Hardwick, Notts and Lincs. This fits with results from the 2007 Campaign survey which finds that the Hipper Valley, Holmebrook Valley and Trans Pennine Trails are the most popularly used routes by members.
- **Cycling for utility and other purposes.** The majority of respondents (81%) cycle for utility or other purposes, while 19% do not. Over two-thirds (67%) cycle to go shopping in the town centre, compared to 49% cycling to shop in their local neighbourhood. About half (51%) cycle to visit friends and family. Among other reasons, four respondents (9%) cycle to leisure or sports facilities, three (7%) cycle to doctor or hospital appointments, and two (5%) cycle to the pub or entertainment venues.

These findings compare to other surveys:

- The 2007 Chesterfield survey found that the most popular purpose is leisure cycling followed by utility cycling and cycling to work.
- The national Active People Survey finds that fewer Chesterfield residents cycle for work or utility journeys (3%) than cycle for leisure (11%).
- A 2007 cycling survey for East Sussex County Council found that 66% of respondents cycle for leisure and 36% cycle for work.

Chesterfield Cycle Campaign - November 2015

Figure 3: Purpose and Reasons Why Respondents Cycle



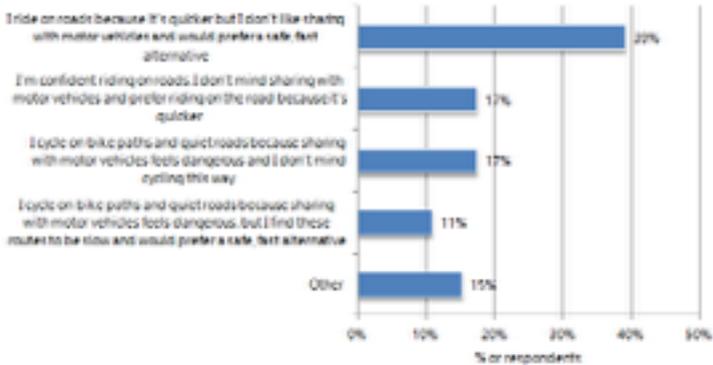
n= 46 responses

As shown in Figure 4, there is a range of cycling preferences and behaviours with the most common response being that 39% of respondent members cycle on roads because they're quicker but would prefer a safe, fast alternative free of motor vehicles. The other category also includes a further four members (9%) who report riding on roads if necessary but would prefer more off-road routes which would increase the category response to 48% if combined.

Seventeen percent also use the roads but don't mind sharing with motor vehicles. A similar proportion tend to restrict their cycling to off road routes, with some quite happy to accept that these routes might be slower (17%) while others wish they could be a faster, safe alternative to roads (11%). Among the other responses, two members (4%) cycle on the pavement and one member (2%) has no preferences.

Chesterfield Cycle Campaign - November 2015

Figure 4: Cycling Preferences Among Respondents



n= 46 responses

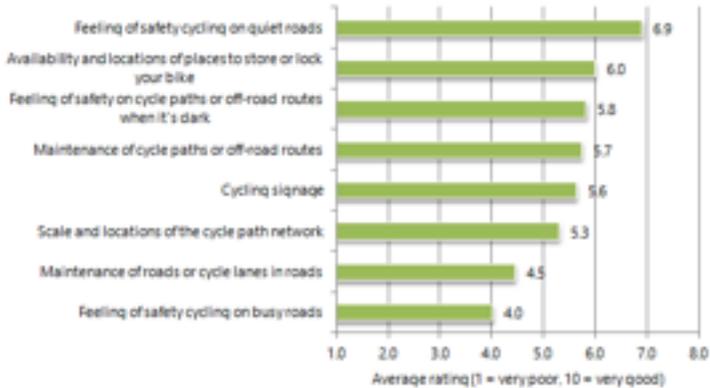
Views on Cycling in Chesterfield

Respondents were asked to rate the experience of cycling in Chesterfield on a scale of 1 (very poor) to 10 (very good) according to several different categories outlined below and presented in Figure 5.

- **Feelings of safety.** This category has views at both ends of the spectrum. Firstly, respondents give a relatively high rating of 6.9 to cycling on quiet roads, which drops to a rating of 5.8 when cycling on off-road routes in the dark. Feeling safe cycling on busy roads receives a low average rating of 4.0.
- **Cycle facilities.** Respondents give a rating of 6.0 for the availability and locations of cycle storage facilities in Chesterfield.
- **Routes and maintenance.** Respondents give a rating of 5.3 for the scale and locations of the cycle path network in and around Chesterfield. While the maintenance of off-road routes is rated 5.7, the rating for maintenance of on-road cycle routes is 4.5. Respondents give a rating of 5.6 for cycling signage.

Chesterfield Cycle Campaign - November 2015

Figure 5: How Respondents Rate the Experience of Cycling in Chesterfield



n= 46 responses

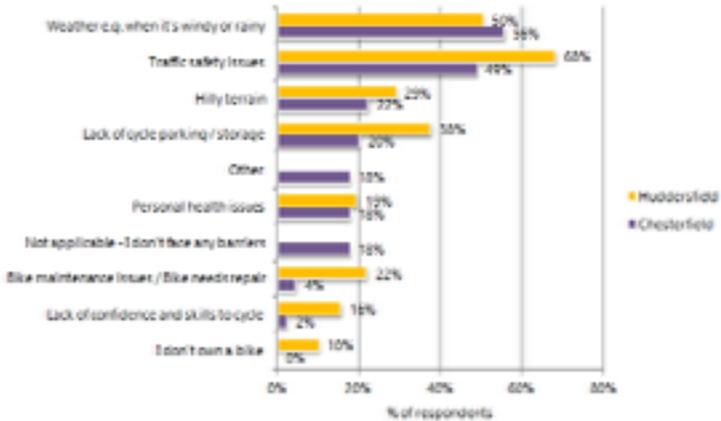
Respondents were asked what barriers prevent them from cycling at all or cycling more often and the results are presented in Figure 6. Eighteen percent respond that they face no barriers to cycling. For those that do however, the two biggest barriers are the weather (56%) and traffic safety issues (49%). Other common barriers are hilly terrain (22%), lack of cycle parking (20%) and personal health issues (18%). Relatively few respondents are prevented from cycling due to bike maintenance issues (4%) or lack of confidence and skills to cycle (2%). Other reasons include lack of time (7%) and difficulty getting to leisure cycle routes without a car (2%).

Figure 6 also presents the results for a public survey on cycling undertaken in Huddersfield. The results follow a broadly similar pattern to Chesterfield in terms of the main barriers even though greater proportions register barriers in Huddersfield. This is to be expected considering the Chesterfield survey is for members who already have an interest in cycling.

Also, a 2013 survey for Sustrans found the same top two barriers that put cyclists off from cycling to work; weather (34%) and safety/traffic (20%).

Chesterfield Cycle Campaign - November 2015

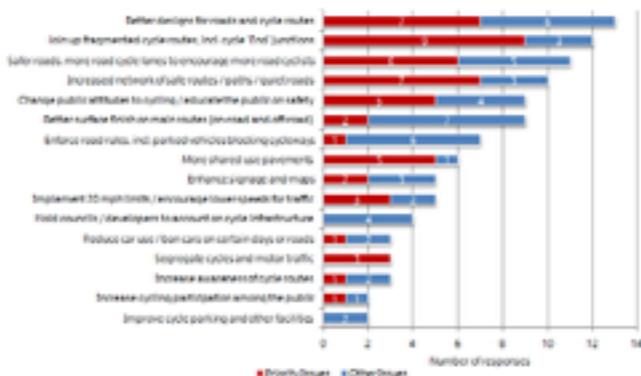
Figure 6: Respondent Barriers to Cycling



n= 45 responses

Respondents were asked for their open suggestions on what would improve cycling in Chesterfield, firstly providing their number one priority and, secondly, listing other issues that they think are important. The open-text responses were grouped into categories that are presented in Figure 7 and described further below.

Figure 7: Respondent Suggestions to Improve Cycling in Chesterfield



Chesterfield Cycle Campaign - November 2015

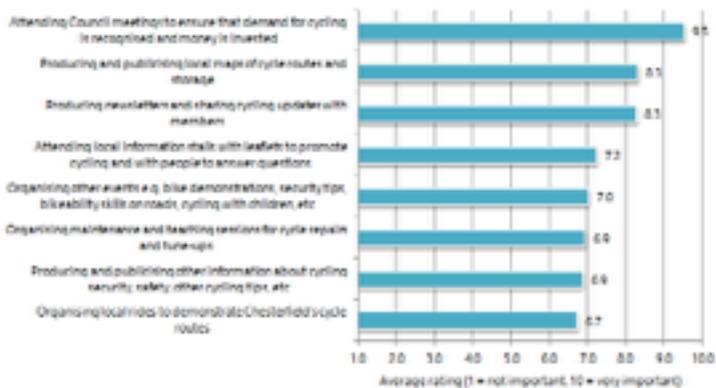
- **Designing joined-up cycling.** The two most frequent suggestions related to redesigning routes that cyclists use to improve ease of use, accessibility, safety and to reduce the number of stop/start junctions (13 responses) and to join up fragmented cycle routes (12 responses).
- **Better on-road cycling network.** Eleven responses related to improved maintenance and/or greater distances of dedicated cycle lanes in roads, with one comment specifying the need to encourage more cyclists onto the road to help calm traffic and improve driver awareness.
- **General cycle infrastructure.** Nine responses relate to a better surface finish for cycle routes in roads and a tarmac or firm finish on major cycle path routes. Five responses focus on enhancing signage or maps designed for cyclists, while a further two responses relate to improved cycle parking and other facilities.
- **Changing public attitudes and driver behaviours.** Nine respondents suggest improving attitudes to cycling among the public, including educating drivers to improve cyclists' safety.
- Five would like to see lower speed limits for vehicles generally and/or more 20mph zones. Three respondents go further and suggest prohibiting cars in certain areas and encouraging motorists to reduce car use.
- **Enforcement and representation.** Seven responses focus on enforcing rules of the road, including dealing with parked cars blocking cycle routes. Four respondents suggest that cyclists need to be represented among councils and developers to hold them accountable for creating a sustainable cycling infrastructure.
- **Cycling awareness and uptake.** Two responses relate to increasing uptake of cycling among the public and a further three apply to increasing cyclists' awareness of routes in and around Chesterfield.

Respondents were given a list of some of the activities undertaken by the Chesterfield Cycle Campaign and were asked to rate how important they should be for the Campaign on a scale of 1 (not important at all) to 10 (very important). This covered several categories listed below and presented in Figure 8.

Chesterfield Cycle Campaign - November 2015

- **Representing cyclists' interests.** The highest rating (9.5) was for the Campaign to continue attending Council meetings to ensure that demand for cycling is recognised and money is invested.
- **Membership news and updates.** Respondents members place a high importance rating (8.3) on the Campaign sharing cycling updates, including through the newsletters.
- **Information for cyclists.** A high importance rating (8.3) is placed on the Campaign continuing to produce and publicise local maps of cycle routes and storage, while respondents give a rating of 6.9 for the Campaign to produce and publicise other information about security, safety, etc.
- **Cycling promotion.** Campaign activities to promote cycling by attending local information stalls have a rated importance of 7.2, while local rides to demonstrate Chesterfield's cycle routes are rated at 6.7.
- **Education sessions.** An importance rating of 6.9 out of 10 is given for the Campaign to organise events for learning about cycle maintenance, repairs and tune-ups, while a rating of 7.0 is given for other events on bike demonstrations, security tips, bikeability, cycling with children, etc.

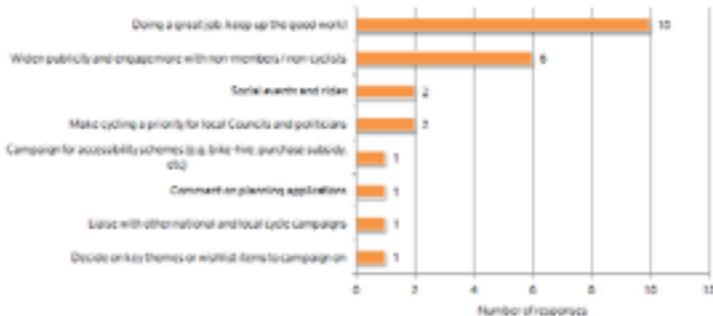
Figure 8: How Respondents Rate the Importance of Chesterfield Cycle Campaign Activities



Chesterfield Cycle Campaign - November 2015

Respondents were asked for their open comments and suggestions on the activities of the Chesterfield Cycle Campaign. The open-text responses were grouped into categories as presented in Figure 9.

Figure 9: Respondent Comments on Campaign Activities



- Six respondents suggested that more could be done to engage with, educate and inform non-members of the Campaign, especially non-cyclists.
- Two responded that more social activities would be good, and a further two emphasized keeping cycling as a priority
- Other one-off suggestions were to campaign for cycling accessibility schemes (1), to continue commenting on planning applications (1), to continue liaising with other cycle campaigns (1), and to identify themes to build Campaign activities around.

Get Involved!

Campaign meetings are held on the second Tuesday of each month at 7.30pm until 9.00pm at Chesterfield Community Centre, off South Place (near the coach station). All welcome to attend. The next meetings will be on January 12th, February 9th, March 8th & April 12th 2016.

The secretary sends out a monthly email update, if you don't receive it and would like to, send your email address to the secretary
secretary@chesterfieldcc.org.uk

Our website has lots of information ***www.chesterfieldcc.org.uk***
Like our Facebook page ***Chesterfield Cycle Campaign*** and follow us on Twitter ***@cyclechez***

To report road faults telephone Derbyshire County Council on 08456 058058

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 up to 2 adults and all children under 18 living at the same address, please give all names plus ages of children below;

Please send this form together with a cheque payable to 'Chesterfield Cycle Campaign' to: Membership Secretary, 9 Ashgate Avenue, Chesterfield S40 1JB NB. These details will be stored on computer.