



Chesterfield Cycle Campaign

80th Edition, September 2017



www.chesterfieldcc.org.uk
Affiliated to the CTC and Cyclenation

Welcome to the latest issue of the Chesterfield Cycle Campaign newsletter.

Hopefully you've made the most of the Summer and have managed to get out on your bike.

After I put the word out in the last issue for articles I've received several contributions for which I am most grateful. If you have any articles you would like to be published in the next issue, please could you let me have them.

Twitter: @cyclechez

Facebook: www.facebook.com/Chesterfield-Cycle-Campaign

ride safe

Paul

gregsie91@gmail.com

Committee Members

Chair: Chris Allen

Vice Chair: Nigel Vernon

Secretary: Alistair Meikle

Membership: Barry & Pam Kay

Newsletter: Paul Gregory

News

Welcome to the following new members

Roger Green	Ashgate
Geoff Knight	Linacre Woods
Simon Geikie	Brampton
Elaine Sparkes	"
Luke Geikie	"
Tim Barker	Brockwell
Ian Dicken	Holme Hall
Christine Dicken	" "
Hamish Dicken	" "
Jacob Albon	Highfields
Anneka Albon	Highfields
Jordan Hartshorne	Hasland

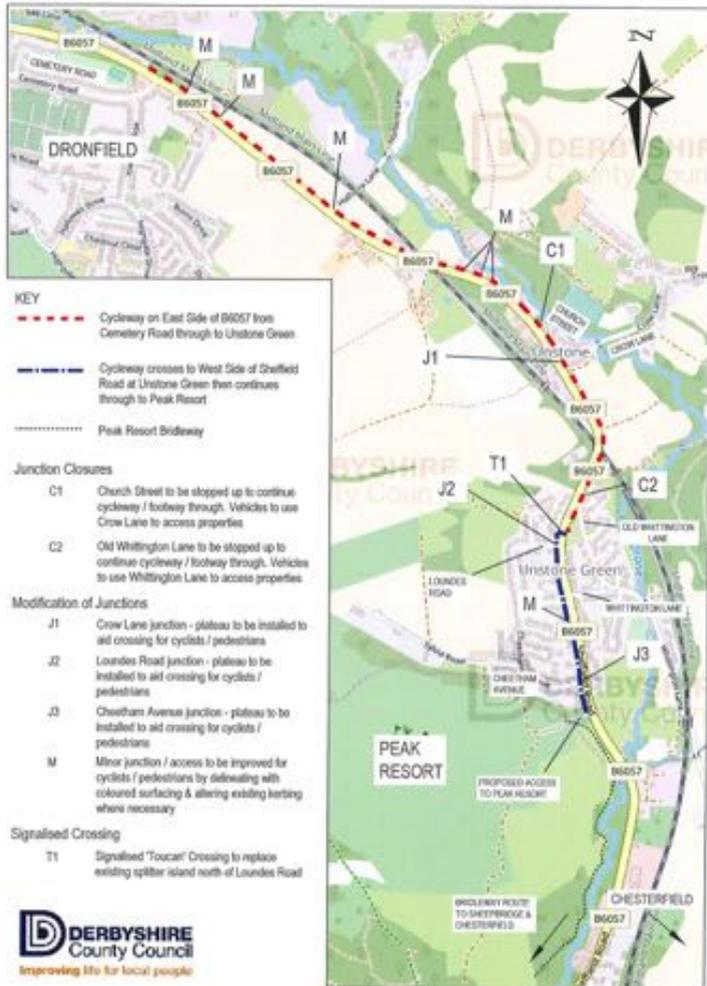
The Dr Bike events which are being held on the first Saturday of the month in Queens Park are proving to be a great success. They are ideal for if you have not ridden your bike in a while and want it checked over by a trained mechanic. The last session of the year is being held on October 7th.

On October 17th TV pundit and writer Ned Boulting is bringing his one man show Bikeology to the Pomegranate Theatre. Tickets available from the Tourist Information Centre.

This years 'Cycle in Style' ride on Saturday September 30th. Leaving from Monkey Park Cafe on Chester St at 10.30am. A short social ride to the Vintage Tea Rooms. Register for free at www.cycleinstylechesterfield.blogspot.co.uk or ring 01246 520820 and your ticket gets a free drink at Monkey Park. Vintage Tea Rooms will be giving a prize for the best dressed rider.

Derbyshire County Council have published their proposal for the shared route between Unstone and Dronfield.

Unstone to Dronfield Cycle Link - Consultation Drawing



At the Unstone end it will allow access to the new bridleway around Peak Resort. Proposals coming soon for a route from Peak Resort to Whittington Moor roundabout.

Following our Campaign's complaint to Chesterfield Borough Council about poor cycle access to the new Queen's Park sports centre we have had a second meeting in an attempt to resolve the issues. Our three main issues are;

1, internal site signage and dangerous exit on Boythorpe Avenue - signage and changes to the exit have been agreed and will hopefully be implemented shortly.

2, continuous cycle route through Queen's Park to join the Hipper Valley Trail - much more problematical! We hope a compromise has been reached to include a new cycle path alongside the site of the old sports centre and existing path to the south entrance.

3, in the future we would like cycling infrastructure to be automatically included in planning apps. Potential for 6 monthly meetings with the planning dept.

The Rother Washlands segregated route from Jawbones Hill to Storforth Lane is going to be upgraded! A 5 metre wide shared route with a new bridge over the river near Lincoln St. Construction could start in spring 2018.

This will facilitate cycling to the Avenue site with its network of cycle routes which we hope will be open shortly.

Inclusive Pedals CIC

This social enterprise provides cycling sessions in the Queen's Park for those who find it difficult to ride a standard two wheel bike. They have a range of 3 and 4 wheel machines including a wheel chair carrier and a 2 seat side by side. Sessions can be booked for individuals or groups on any weekday and can be funded by DCC's 'County Rider' scheme. Until mid October there are free open sessions on Friday afternoon's 1.00pm to 3.00pm on the cricket pitch track (not 22nd September due to cricket!)
www.inclusivepedals.org.uk 07834 838076

Chesterfield welcomes the Women's Tour of Britain

The fourth leg of the Women's Tour of Britain started and ended in Chesterfield this year on Sat 10 June. The market was roped off to form the finishing line together with the stage, media centre, hospitality tent and lots of stalls, including the Campaigns. Given the event, our stall was particularly geared towards women with a lovely low-step Dutch style bike, kindly on loan from J E James, Sustrans 'Bike Belles' leaflets for women, and information on Breeze rides, free cycle training as well as our free Chesterfield Cycle map and other leaflets.



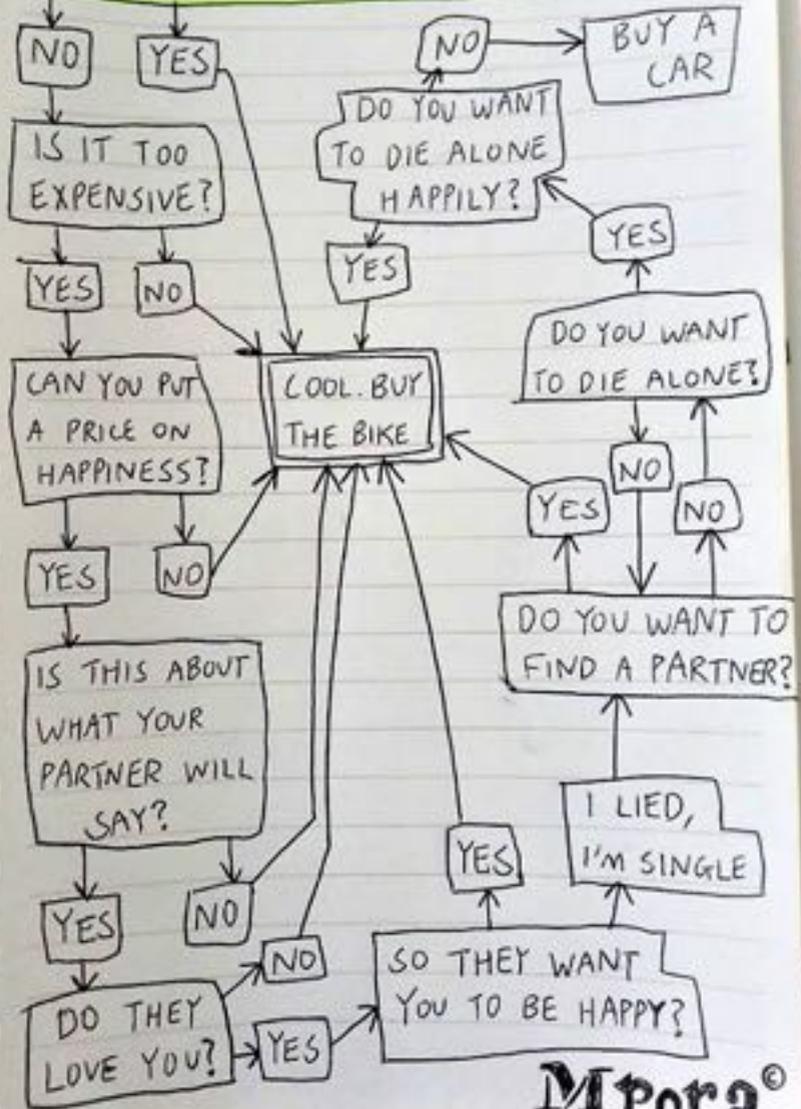
Despite the wet weather the stall had a steady stream of visitors and the campaign (mainly female) members spoke to many people and signed up several new members.

The tour started from the Town Hall at 10.30am and was due to return about 1.30pm but due to the inclement weather reducing the speed it was closer to 2.30pm. The 76 mile route went south to Matlock and Middleton Top, round via Belper and Crich and back via South Wingfield and Staveley, with some killer hills and astonishing speeds. More info here <http://www.womenstour.co.uk/stages/stage-4/> There was an exciting finish on slippery cobbles with Australian Sarah Roy just beating Christine Majerus from Luxembourg.

Lisa Hopkinson



ARE YOU GOING TO BUY THE BIKE?



Cycling and the Justice System

Concern that the justice system is failing to protect cyclists, by allowing dangerous and inconsiderate driving to go unchecked, and by letting down the victims of road crashes, prompted the All Party Parliamentary Cycling Group (APPCG) to hold an enquiry on Cycling and the Justice System. In January this year the Campaign was one of 12 organisations which submitted written evidence to the enquiry.

In our evidence we drew attention to two local cases in the last 20 years where local cyclists had been killed on the road. In both cases no blame was attached or action taken against the drivers (who were not following the highway code and had failed to see the cyclists) while blame was attributed to the cyclists (for not wearing a helmet or having a lapse of concentration). The apparent injustice of these cases prompted Joe Clark, the former Chair of the Campaign, to enter into correspondence with the local Coroner, and in consequence he was invited to attend inquests relating to cycle deaths. We felt this was important because press reports may not always be accurate, but inquest transcripts are available only to immediate relatives and insurers. The role of the Coroner is to establish the facts but often prevailing attitudes to cycling condition the way inquests are carried out and the subsequent verdict and sentences.

While Britain's roads have got progressively safer for motorists, the number of cyclists killed has not changed significantly since 2008 while the number seriously injured has been rising since 2004. In 2015 nearly 19,000 cyclists were injured in reported road accidents, including 3,337 who were killed or seriously injured. From the Campaign members own experience, this is likely to be a significant underestimate of collisions involving slight injuries, which in turn will be dwarfed by the huge number of near misses.

Numerous surveys and studies have shown that the main barrier to cycling in the UK is the perceived (lack of) safety due to the high levels and speed of traffic on the roads. This is particularly the case for children, with many parents unwilling to let their children cycle on the road for fear of traffic. There is an urgent need to reduce the risks to cyclists on the roads and promote cycling which has enormous health benefits for individuals and which could potentially save the NHS £2-6 billion a year by 2025 through Dutch levels of spending on cycle provision.

Despite numerous national and local policy statements that give priority to vulnerable road users such as cyclists the priority currently given to minimising road freight costs; maximising the benefits of personal mobility; avoidance of congestion; minimising road maintenance and lighting costs; and avoidance of any public concept of intrusion, currently works to the detriment of cyclists and other vulnerable users such as pedestrians, the elderly, disabled people, and children. The attitude of the police and other authorities seems to be that cycling is a hazardous activity and if death or injury results, the major culpability therefore attaches to the cyclist, whether or not, in respect of the Highway Code, any infringement was apparent.

The risks to cyclists need to be minimised in the first place by proper law enforcement as well as having a transport system that provides safe and convenient alternatives to driving. However, in too many cases the penalties for causing deaths and serious injuries to cyclists, even when it is a result of careless or dangerous driving, are trivial in relation to the crime. The fact that a driver who kills or injures another person, through careless or dangerous driving, receives perhaps a few points on their licence or a fine is, in the Campaign's view, a gross violation of the principles of natural justice.

The APCCG's report was published in June this year. The Campaign was name-checked in the report:

"It was very clear from the evidence received from the general public, and from organisations like the Chesterfield Cycling Campaign, Bricycles (the Brighton and Hove cyclists' group) and others that there is widespread concern that the current framework of offences is not delivering justice in the eyes of the general public."

The report made 14 recommendations:

- * The Highway Code should be revised
- * The driving test must be changed to help improve driver behaviour towards cyclists
- * Professional drivers should be retested more frequently
- * Roads policing should be given a higher priority
- * The Government and other local authorities should adopt similar partnerships to the ones in London in other parts of the country, to counter the risk posed by illegal freight operations
- * The Department for Transport and Ministry of Justice should research the growing discrepancy between road casualty figures
- * More police forces should adopt close passing enforcement practice on a wider scale

- * The police must ensure that a higher standard of investigation is maintained in all cases where serious injury has resulted

- * All police forces should ensure that evidence of common offences submitted by cyclists, or other witnesses, using bike or person mounted cameras or smart phones is put to use, and not ignored

- * The length of time required by the Police to serve a Notice of Intended Prosecution for a road traffic offence is currently just 14 days and must be extended* Confusion and overlap between ‘careless’ and ‘dangerous’ driving means that often bad driving does not receive the level of punishment that the public feel it should, the MoJ should investigate how these offences are being used

- * The police and CPS should ensure that victims and bereaved families are always kept adequately informed throughout the process of deciding charges

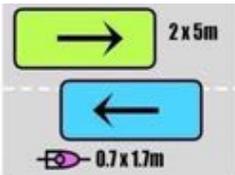
- * The Ministry of Justice should examine the reasons behind the decline in the use of the penalty of disqualification

- * The Soft Tissue Injury Reforms – the ‘whiplash reforms’ – should not include injuries to cyclists or pedestrians

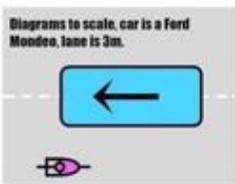
While these recommendations remain to be implemented, we are pleased to have contributed to such an influential report and look forward to the day when the justice system gives cyclists the protection they deserve.

The full report can be found here <https://allpartycycling.org/inquiries/justice/>

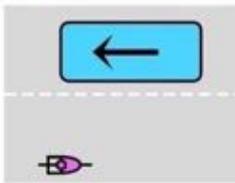
Lisa Hopkinson



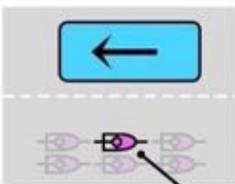
1. Even keeping left in-lane overtaking cannot happen without considerable risk of broken bones or broken mirrors.



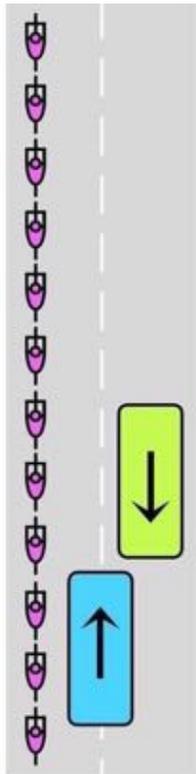
2. One must straddle lanes to even provide the minimum 1.5m safety buffer at slow speeds (~20mph).



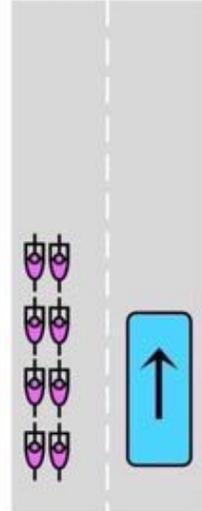
3. If one can straddle lanes one can move fully into the opposing lane as it must be empty.



4. If one moves into the opposing lane then the position of the rider is completely irrelevant.



5. If rider position is irrelevant then so is the number riding abreast. Riding in a block is a courtesy to motorists otherwise overtaking would take three times as long and opportunity would be less frequent or impossible.



When cycling a trained rider will position centrally to make clear to a driver wanting to overtake that any gap they think might exist does not. It is a message to not overtake or consider oncoming traffic. There is no practical nor legal requirement in the UK to remain as close to the kerb as possible or remain a maximum of two abreast.

Freedom to Roam

Cycling UK and OpenMTB backed Welsh Government proposals to open up most footpaths in Wales to cycling and horse riding and have called on the wider public to show their support similarly via the Trails for Wales campaign.

Currently, cycling and horse riding are only permitted on 21% of the entire rights of way network in Wales. This prevents people using tracks and trails which are eminently suitable for cycling, whilst allowing them to cycle on muddy bridleways a 4x4 would struggle to cope with.

The Welsh Government's consultation, "Taking forward Wales' sustainable management of natural resources", proposes changes to the legislation to allow cycling and horse riding on footpaths where suitable, a move welcomed by Cycling UK and OpenMTB in their consultation response.

Cycling UK, via their Rides of Way report published in February this year, found that one-third of cyclists ride regularly on trails whose status they do not know. This suggests the current rights of way network is confusing and needs simplifying, a move backed by the Welsh Government in their consultation. The report was based on the views gathered from over 11,000 off-road cyclists, and also found a further 74% of them consider the current rights of way network unsuitable.

Whilst Wales may seem a long way from Chesterfield, this campaign which follows similar successful legislation in Scotland is another step towards legalising the use of bicycles in the whole of the UK and amending laws that are nearly 200 years old.

The offence of riding a bicycle on a public footpath is contained in section 72 of the Highway Act 1835, as amended:

... If any person shall wilfully ride upon any footpath or causeway by the side of any road made or set apart for the use or accommodation of foot passengers; or shall wilfully lead or drive any horse, ass, sheep, mule, swine, or cattle, or carriage of any description, or any truck or sledge, upon any such footpath or causeway; or shall tether any horse, ass, mule, swine, or cattle on any highway, so as to suffer or permit the tethered animal to be thereon; ... every person so offending in any of the cases aforesaid shall for each and every such offence forfeit and pay any sum not exceeding [level 2 on the standard scale] over and above the damages occasioned thereby.

Section 85 of the Local Government Act 1888 included a bicycle or tricycle in the word 'carriage'. Cycling on the footpath is also prohibited in London under section 54(7) of the Metropolitan Police Act 1839 and in other areas under section 28 of the Town Police Clauses Act 1847.

Cyclists who rode on a bridleway before 1968 were committing trespass, now bikers can use them lawfully but have to give way to walkers and horses.

In some areas cyclists and pedestrians may share the footpath. A local authority can convert part or all of a footway into a cycle track by using sections 65 and 66 of the Highway Act 1980, as amended. Where this has occurred it is no longer an offence to cycle on it. A local example of this is the track by Walton Dam.

The offence of cycling on the footway or pavement has been a fixed penalty offence since 1999.

It was made a fixed penalty offence after concerns were expressed that the police in some areas were turning a blind eye to those cycling on the footpath. Certainly prosecutions in the ten years 1984 to 1994 declined significantly.

The arguments for including cycling on the footpath in the fixed penalty regime were given in a Home Office consultation paper issued in July 1996:

Cycling on the pavement is an offence which presents particular difficulties for enforcement. Many cyclists, not just children and teenagers, feel anxious and exposed when riding in traffic and therefore use the pavement for safety. This is understandable and must be taken into account in enforcement. But pedestrians also have the right to use the footway without facing the hazard of cyclists approaching them or coming up from behind. This practice can be especially worrying for the elderly, the infirm and the very young, and accidents have resulted.

Against this background, it is considered desirable to have a more flexible system to respond to the varying nature of the situation. The existing enforcement arrangements are limited, in that the choice is normally between issuing a verbal warning and instigating prosecution in the courts. The provision of a fixed penalty would provide a middle course of action and greater flexibility of enforcement.

It is recognised that the enforcement of cycling offences can be more difficult than for motoring offences because of the absence of special identification for individuals and their cycles. But these difficulties can be taken into account by the police when deciding on their response to the problem. The police's discretion on how to enforce the law in this area will be particularly important in establishing the right balance. It is considered that the addition of a fixed penalty should help.

There is a letter from the then Home Office Minister, Paul Boateng, reproduced frequently on cycling sites on the Internet, which states that in relation to enforcement of this offence:

The introduction of the fixed penalty is not aimed at responsible cyclists who sometimes feel obliged to use the pavement out of fear of traffic and who show consideration to other pavement users when doing so. Chief police officers, who are responsible for enforcement, acknowledge that many cyclists, particularly children and young people, are afraid to cycle on the road, sensitivity and careful use of police discretion is required.

Major revisions to these arcane laws in the UK would not only make the provision for cycle infrastructure away from roads easier but would also be of economic benefit to areas such as the Peak District.

Transform Scotland where cycling on footpaths has been legally allowed since 2003, report estimated the economic benefits of off-road and leisure cycling at between £236.2m and £358m per year.

Paul Gregory

Get Active

Sustrans' Policy Director Jason Torrance has called on the Government to prioritise active travel in the wake of findings showing 4 in ten adults walk less than ten minutes a day.

Representing some 6.3 million 40 to 60 year olds, the findings of Public Health England's 'Everybody Active Every Day' paper reveal that the UK is 20% less active now than it was in the 1960s and on average walk 15 miles less than 20 years ago.

Taking at least 1 brisk 10 minute walk a day has been shown to reduce the risk of early death by 15%. A 10 minute walk can contribute to meeting the CMO's physical activity guidance of 150 minutes of moderate to vigorous exercise each week. This can lead to health benefits including a lowered risk of type 2 diabetes (by 40%), cardiovascular disease (by 35%), dementia (by 30%) and some cancers (by 20%).

"The findings from "Everybody Active Every Day" is a much-needed call to action for Government to prioritise investment in cycling and walking as part of wider support for Local Authorities who urgently need to put in place solutions to tackle the inactivity crisis," said Torrance.

"Increasing investment in cycling and walking that helps local authorities deliver the Cycling and Walking Investment Strategy must be a priority for Government. Liveable neighbourhoods with proper cycling and walking infrastructure will enable people to embed walking and cycling into their everyday routine and help fight the physical inactivity epidemic this country currently faces."

At the present rate, the UK's physical inactivity is costing the NHS over 0.9 billion annually and is attributed to one in six deaths.

Public Health England has now launched an app dubbed Active 10, which it hopes will encourage people to track their daily exercise patterns.

Creating a zero carbon transport system

Would you like to be able to walk and cycle more easily and safely? To breathe clean air and enjoy a reliable, affordable public transport system? Transforming our transport system from one that is highly polluting and heavily reliant on fossil fuels into one that is clean, green, reliable and affordable is a challenge, but it can be done.

Based on some research carried out by the Centre for Alternative Technology (CAT) in Wales, some key ways to transform our transport system and getting people cycling more include:

1. Increase support for walking and cycling

The Dutch spent £24 per person per year on cycling compared to less than £2 per person in England and £6-7 per person in Scotland in 2015. Some of the government's proposed spending on roads could be used to increase the walking/cycling investment to these levels, which could save the NHS £2-6 billion a year by 2025.

Projects to encourage cycling can be scaled up and replicated. For example, pioneering project York Bike Belles encourages women to start riding, or ride a bike more often, through an inspiring combination of motivational communications and confidence-building activities in fun, relaxed environments.

2. Lower speed limits

The real and perceived safety of cyclists and walkers can be addressed at minimum cost through speed reduction. Most Northern European countries have default speed limits of just 30km/h (19mph) in residential and urban areas. There is convincing evidence that 20mph speed limits are effective in reducing accidents and injuries, traffic speed and volume, as well as improving perceptions of safety. Sherwood in Nottingham reported a 17.5% increase in walking and cycling as a result of a 20mph pilot.

3. Make new developments car-free.

The neighbourhood of Vauban in Freiburg, Germany (population around 5,000) is Europe's largest car-free development, with an extensive network of cycle routes and a public transport system of light rail and bus. In residential areas children playing and cycling in the streets is common and car access is only permitted for deliveries.

Tower Hamlets, London has a 'car-free homes' planning policy, introduced in the late 1990s, to help reduce traffic congestion and better manage the limited supply of on-street parking spaces. It also helps to reduce the level of air pollution and encourages more people to walk, cycle and use public transport.

4. Reduce parking provision to discourage driving in cities

Copenhagen's policy to remove 3% of parking every year and not build any new roads helped contribute to zero traffic growth in the old city for 15 years. Removal of parking provision has the added benefit that it can double the number of dwellings that can be provided on a given site, increasing the potential supply of affordable homes.

5. Build houses closer together to make public transport more cost effective

One of the ways we can make sustainable transport more cost effective is to increase urban density. If people live more closely together journeys can be shorter and fewer bus routes and tram lines are required.

Urban housing densities could be increased from the current 30 dwellings per hectare (dph) to 50 or 100 dph. Most new London housing developments and Georgian terraces are already around this higher level, while in Vauban housing density is 95 dph.

6. Introduce charges for using cars in cities

Congestion charging is an effective way to reduce car dependency and to raise revenue for investment in public transport and walking and cycling infrastructure. London's congestion charge has reduced car driver trips and volume of road traffic by around 14% between 2001 and 2014, despite a similar increase in population over the same period. More low-income households benefit from the improved public transport than are burdened by an increased charge.

Workplace parking charges have also been shown to be effective in reducing car use. Car commuters are much more likely to walk, cycle or use public transport if their workplace restricts or charges for parking.

Nottingham's Workplace Parking Levy (WPL), introduced in 2011, has funded an extension of the tram system, completed in late 2015, which is helping take cars off the road. The scheme has reduced the number of workplace parking spaces, without acting as a deterrent to business.

7. Support electric vehicles (and bikes)

Electric car clubs have been established in a number of cities – local residents and businesses are able to hire electric cars or vans by the hour, helping to address the higher capital costs of electric vehicles while residents can capitalise on the very low running costs.

Increasing the number of public EV charging points helps to improve uptake by addressing concerns about range. The UK had over 3,700 locations in early 2016. Oslo, Norway has the highest number of EVs per capita in the world, helped by installation of over 1,000 electric vehicle charging points. But it's not just cars. London, Milton Keynes and Bristol have all electric buses in operation while in the Netherlands from 2025 all new buses will be zero emissions and electricity used by the new vehicles must be generated by renewable sources.

8. Create clean air zones

Clean air zones are required by law in Birmingham, Leeds, Nottingham, Derby and Southampton by 2020 to reduce air pollution. High polluting vehicles, such as older buses, will be charged if they enter the zones, whilst newer and cleaner buses, coaches, lorries and taxis will be exempt from charges. These could be introduced elsewhere and extended to cover private vehicles.

9. Change ownership models to invest in public transport

Twelve local authorities in Britain still have municipally-owned bus operators, which can reinvest profits to enhance the service rather than paying dividends. The largest of these, Lothian Buses in Edinburgh, has high levels of customer satisfaction and recently returned £5.5 million profit to the public purse. Other municipal operators include Reading Buses, which was 'Operator of the Year' in 2015, and Nottingham City Transport which has the highest passenger satisfaction rating of any English operator.

Taking the railways back into public ownership could save an estimated £1 billion a year, which could be used to lower fares and improve services. This could be done in a step by step approach with minimal cost to the public purse, involving acquisition of franchises as they expire or as companies fail to meet franchise conditions. Elsewhere in Europe, between 80% and 100% of passenger train services and the majority of rail freight (except in the Netherlands) are provided by the public sector. Surveys suggest that this would have widespread public support.

This article is adapted from the CAT blog "Creating a zero carbon transport system" which is based on their Zero Carbon Britain: Making It Happen report. <http://blog.cat.org.uk/2017/03/23/creating-zero-carbon-transport-system/>

Lisa Hopkinson

Cycle safety – where do we start?

A Spire rider reported a near miss from a passing car : big deal – we suffer it daily! But it ought to be noteworthy – and actionable. But something is stirring : West Midlands Police have created a unit comprising plain-clothed officers riding cycles in area of high traffic They flag down offenders, then subject them to a demonstration of safe clearances using visual aids. They report reduced offending : we hope the improvements are maintained.

Great Manchester has recruited Olympian Chris Boardman as Commissioner for Walking and Cycling. No budget was mentioned in the report! These two strategies are designed to tackle urban problems, making cycle use safer, where there are no off-road options. It will be interesting to see how these initiatives fare as the government's squeeze on local authorities intensifies.

Not all our problems are urban. I don't drive, yet have child-minding duties occasionally, in Belper, and in Totley. I enjoy the rides.....except These are rural rides on quiet lanes, - so they become rat-runs. The worst of them is on the B6013 at the "Castle Hill" climb. The road is narrow and is confined within high banks, neither of which has a verge. At the steepest point the road bends and becomes blind. It is also at its narrowest point just there. The road "benefits" from a 50 mph speed limit! That is reduced to 40 mph both before and after that hazard, where the road is wider, visibility is less restricted, and the gradient is gentler! The same road has an almost identical hazard a couple of miles further south.

The relevance of all this? For a dozen years I have moaned at this each time, making a mental note to contest it with whichever council is responsible.....and done nothing. As the man said "verbal assurances aren't worth the paper they are written on".

So, this is a written declaration : I will protest : They will not be able to hide behind a defence of ignorance.

So should we all – don't just grumble - report those potholes, protest those hazards, etc.

There are things which could be done to alleviate these problems – changing road surfaces to highlight danger, reducing speed limits, downgrading “B” roads to yellow classifications, - but not more road humps, - unless cycle lanes are protected. And we have several advances ourselves to our credit, though glaring omissions remain unsolved. However these are palliatives, and for cyclists. For more general solutions we must address the needs of all users – elderly, or other, non- drivers, disabled folk, children, and all of us, when we are learning in our youth, or becoming less confident as we get older. Our transport system has to be for us all, not just the joy-riding youngsters or the psychologically driven company rep or van driver.

I say this, because there is a backlash – and ought to be. Anti-social behaviour is a general problem. Some cyclists do annoy, even endanger, pedestrians. Some off-roaders do speed aggressively past other users. However, I must end with an apology : In my youth (and beyond to a degree) I have transgressed against many of these precepts.

Joe Clark

Commute for a less stressful start to your day.

Originally published in the Guardian

According to recent research published in the British Medical Journal, cycling to work can reduce your risk of early death by 40%. But if avoiding an early demise isn't enough to get you on a bike, there's also a more immediate benefit – if you commute by bike, you will feel less stressed and be more productive at work.

A study in the International Journal of Workplace Health Management found that, for the first 45 minutes of work, employees who cycled in had less stress than those who travelled by car. And how stressed you feel early in the morning is apparently a strong predictor for how you will feel throughout the day. The authors say it “can shape how subsequent events are perceived, interpreted and acted upon”.

Given that cycle commutes in cities can be blighted by air pollution and heavy traffic, that there is a reduction in stress levels by biking to work may seem counterintuitive. Or it could be that other commutes are even worse. The study was done in Montreal on 123 employees at an information technology company and it was small – only 25 were cyclists. This is actually more than the country’s national average – only 6% of Canadians cycle to work. In Britain about 4% of commutes are on bikes. In contrast, in Copenhagen, which has prioritised cycling so that no car or bus can travel faster through the city than a bike, about 40% of commuter trips are by bike.

Even allowing for injuries and pollution, the risk-versus-benefit analysis for cycling comes down firmly in favour of pedalling as much as possible. A study of 264,377 people from the UK Biobank who were asked to record how they commuted found that during the five years of the study, those who did their commute by bike were less likely than any other commuters to die of anything. Walking to work reduced heart disease but not dying from cancer, and benefits were only seen at more than six miles a week. Studies show that, while cars are the favourite way to commute because they provide freedom and control, driving in heavy traffic and having to concentrate is stressful. Public transport may be even more stressful because it can be boring and you can’t control it. Think Southern Rail. Research shows that cycling wins out because commutes by bike are rated more interesting and exciting. Cycling isn’t always feasible – but some research suggests a third of people who drive to work live within a comfortable cycling distance. And the benefits of a cycling commute are also going to be felt after the journey home.

Cycling Travels

A new regular feature by your secretary! He will be reporting on travels with his various bicycles, in this issue it's an article about the Prudential Ride London weekend which took place at the end of July.

Three members of the Campaign travelled to London on the Saturday morning, two with drop handlebar bikes and your secretary with his trusty Brompton.

On arrival at St Pancras the first part of the weekend was to do a lap of the closed road 'Freecycle', a 10 mile route stretching from Buckingham Palace in the west to the Bank of England in the east. Its a great route but there are so many cyclists you do need to be careful. After one lap we stopped for coffee and cake just off the route. Then cycled to our hotel on Brick Lane before the road bike owners went to register for tomorrows Surrey 100 sportive and your secretary prepared for his Brompton World Championship race in the evening.

Donning jacket (tweed) and tie with shorts to comply with race rules he cycled back across London to register at the Brompton compound on the Mall. Many nationalities were arriving as well as Christine our local Breeze ride leader and Campaign member.

The race starts with the 500 competitors folding their Bromptons and running from the other side of the track in a 'Le Mans' start.

It started to rain a couple of hours before the start and continued through the race which made it rather wet with all the spray despite mudguards. The race is 8 laps of the track, the Mall, Birdcage Walk and back past Horseguards Parade. The favourites running very lightweight Bromptons on custom carbon wheels.

Having practiced by doing laps of the Queen's Park cricket track your secretary hoped to do 6 laps before the race finished. All went to plan and on the last lap Christine and your secretary completed most of the lap together.

Both completed six laps and didn't come last! There reward was a 'goodie' bag with small bottle of gin and a splendid medal.

A slower cycle back to east London to the hotel meant a route along superhighway 3 past the Parliament Square and along the Embankment. This infrastructure is superb! In fact cycling in London seems relatively safe because there are so many cyclist most drivers know to look out for them.



On the Sunday the other two members of the Campaign took part in the Surrey 100. Leaving from the Olympic Park early in the morning they completed the Olympic road race route returning to finish on the Mall.



On the Monday morning a short cycle to 'Look Mum No Hands' cafe for breakfast and then on to St Pancras to catch the train home. A great weekend with a conservative estimate of at least 50,000 people taking part in the various events.

Rail Electrification

For many years it was planned to electrify the railway line between London and Sheffield. It is already electrified between London and Bedford and work has taken place to raise bridges further north. A few weeks ago the government announced that electrification north of Bedford is now cancelled!

Various groups along the line and nationally got together and as a protest built a large 3 pin plug and local activists relayed it along the line on 9th September.

Members of our Campaign, Transition Chesterfield, Climate Change Alliance plus Toby Perkins MP and Natalie Bennett (Green Party) met the plug on its arrival in Chesterfield. After a brief stop a group took the plug on its final leg to Sheffield.



Local Bicycle Shops

Brampton Cyclery - <http://www.bramptoncyclery.co.uk/>

Chesterfield Cycle Centre, Calow

Halfords, Whittington Moor

Igloo Cycles, Chatsworth Road, Closed Wednesdays

JE James, Whittington Moor

Monkey Park, Chester Street

Velotastic, Mobile mechanic. 07986 851216

Wheels on Fire, Wingerworth, 01246 272376

To report road faults telephone Derbyshire County Council on 08456 058058 or visit www.fillthathole.org.uk or the council website.

Campaign website: www.chesterfieldcc.org.uk

Twitter: @cyclechez

Facebook:

www.facebook.com/Chesterfield-Cycle-Campaign

Useful websites

Cycling UK : www.cyclinguk.org/

Sustrans : www.sustrans.org.uk

Cyclenation : www.cyclenation.org.uk

Cyclestreets Route Planner : www.cyclestreets.net

Chesterfield Spire Cycling Club:

www.chesterfieldspirecyclingclub.co.uk

Bolsover & District Cycling Club:

banddcc.org.uk

For a comprehensive list of these and similar websites check out our website at www.chesterfieldcc.org.uk

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 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 and follow us on Twitter @cyclechez

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.