



Chesterfield Cycle Campaign

81st Edition, Winter 2017



Cycle in Style

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

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

Plenty of new planning developments have been announced for Chesterfield and your campaign has been busy trying to ensure that safe cycle infrastructure has been designed into these exciting new projects.

Don't forget - if you've anything that you think would be of interest to other members, please let us know and we'll put it in the newsletter.

Twitter: @cyclechez

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

ride safe

Paul

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Committee Members

Chair: Chris Allen

Vice Chair: Nigel Vernon

Secretary: Alistair Meikle

Membership: Barry & Pam Kay

Newsletter: Paul Gregory / Alastair Meikle

News

New Chatsworth Road Lidl

When plans were published for a new Lidl store to be built on the site of Perry's Ford garage on Chatsworth Road no cycle access was proposed other than using the entrances off Chatsworth Road and Factory St. Our Campaign commented that traffic free cycle access should be provided from Goytside Road (Hipper Valley Trail).

Your secretary and Lisa Hopkinson from Transition Chesterfield addressed the planning committee and they agreed with, adding a planning condition to the approved plans.

We have now received Lidl's idea of traffic free access showing a very poorly designed cycle route across the car park. Our response has been to say this is unacceptable and a suggestion of either a cycle route built around the outside of the car park or protected crossing of the car park to relocated cycle parking. We await further news!



Avenue site access

Towards the end of November DCC held a 'consultation' showing the plans for an additional entrance into the Avenue site. This will create a roundabout on the A61 at the junction of Nottingham Drive. The junction with Mill Lane will be blocked off with access to Mill Lane nearer the Avenue site. We were pleased to see all proposed new and revised roads have shared paths.



Route to Dronfield

Plans are being decided by DCC to remodel the Whittington Moor roundabout and we believe they will include refurbishing the underpasses and cycle 'roundabout'. We also await news of the link between Whittington Moor roundabout and Peak Resort. A route has been more or less decided.

The new Bridleway around Peak Resort is completed but not yet open to the public.

DCC's proposal for a shared route from Peak Resort to Dronfield has met with some opposition from local parish councils, however we understand it will still be recommended for approval to DCC cabinet shortly.

Official Complaint To CBC

Following our complaint to CBC about the lack of cycle connectivity of the new sports centre we have seen some progress. Within the sports centre site the route is now signed as a shared path and the exit onto Boythorpe Avenue has been modified to make it less dangerous. Legal issues have up to now prevented officially condoning cycling through Queen's Park. We are hoping that the redevelopment of the old sports centre site may incorporate a cycle route but that still leaves a section by the (older) children's playground that would need a change of use order.

The third part of our complaint – that CBC consistently ignore their own 'core strategy' by not making developments pedestrian and cycling friendly is proving a difficult one to resolve. We have had a meeting with the forward planning officer but have yet to see any long term strategy change by the planning officers.

Unless we see definite progress we will take our complaint to the Local Government Ombudsman.

Operation Close Pass

This initiative sees police authorities mount operations promoting a 1.5m minimum distance when overtaking cyclists.

Derbyshire Constabulary despite having attended a seminar about the initiative had said that they didn't believe there were enough casualties to justify the campaign!

Following representations to the police commissioner that decision has been reversed and they have asked cycling groups to submit proposals.

We discussed this at our November meeting and have sent our thoughts and ideas.

East Midland Cycle Forum

The Leicester group are going stage the next EMCF meeting and the date has been set for April 14th 2018. Anyone is welcome to be at these meeting so look out for more details nearer the time.

Hipper Valley 3

The extension of the Hipper Valley Trail to Holymoorside we understand is moving forward with the legal agreements being revised and hopefully construction next financial year – mind you, we have heard that before!

Campaign Membership

Our membership has been dropping slightly over the last year. The more members we have the more credible is our voice. The committee would be grateful if all members can pass on this message to family and friends and maybe recruit them. Membership hovers around 265 but we were once up to 320.

Our membership fees have remained the same for 20 years and represent a bargain to show your support for local cycling.

Christmas...

Because the December meeting of the cycle campaign is the last one of the year (and the one before Christmas), we're planning on having a more social type event at the Portland Hotel in the middle of Chesterfield (just off New Square). Proceedings will start at 7.30 on December 12th. Everyone is most welcome.

On the Heatmap

In November Strava released their annual heatmap showing the data usage of their app on a map. One notable addition this year is our very own station link. Not only is this information very pretty to look at it could be of use to town planners and traffic engineers as information for planning and investing in infrastructure.

On a more local and grassroots level, the campaign has managed to get hold of the data from the traffic counter on the station link. We've crunched the numbers and it is interesting to see that there is a definite spike in usage during the rush hour periods. This of proves that there are people commuting by bike on the route and also provides proof that if you build a route that people will use it.

Cycle in Style September 2017

Once again Campaign member Nigel organised our annual Cycle in Style ride in September. This year we started the ride at Monkey Park café on Chester St. They generously gave all riders a free drink while we gathered and socialised.

Following a lot of publicity on social media a total of 40 riders gathered for the 'off', a good proportion of them dressed stylishly! All riders were given a small button badge for this years ride.

After posing for a group photo we ambled along the Holmebrook Valley Trail to West Bars and then the Hipper Valley Trail to the railway station with a

long climb back into town where we paused outside the Visitor Information Centre to fix a slight mechanical problem with one of the tandems. Carrying on along Knivesmithgate and through the market place we arrived at our destination – Vintage Tea Rooms on Beetwell St.



Louise & Phil from Vintage have long been supporters of our rides and once again provided free drinks and a prize for the best dressed rider. The weather had brightened up for our arrival so all the riders were able to spend time chatting before riding off home.

For 2018 we are planning to have two rides, the first will be on Saturday May 12th. Look out for further details nearer the time!

Cycle in Style has its own website with photos of this and previous years rides - <http://cycleinstylechesterfield.blogspot.co.uk>

There are a couple of videos on You Tube of this years ride, search for 'Cycle in Style'.



Upping the share

Already world-leading in cycling for transport, new figures from the Netherlands show that modal share is now topping 50% of journeys in some regions.

Utrecht leads the way, with 51% of journeys made by bike, according data from the Knowledge Institute for Mobility Policy. Amsterdam closely follows with 48% of trips cycled, which ties in well with the popular tourist destination's plans to add floating cycle parking to cope with parking capacity problems.

Amsterdam also boasts hosting more than double the number of trips cycled than those driven by private car. In June, research demonstrated that for trips shy of 7.5 kilometers, the Dutch almost always cycle more than they drive. Over longer distances (7.5 to 15 kilometres) the Dutch the study suggests around a third of trips are completed by bicycle or e-bike.

When it comes to electric bikes, Dutch bicycle retailers are now experiencing more transactions for pedal-assisted builds than they are pedal powered bikes, begging the question: In time might the Dutch cycle more journeys up to 15km over driving? The country is building more long-distance routes in order to encourage such behaviour.

Den Haag sits in third place, achieving 38% of trips by bike, while Rotterdam sees 31% of journeys ridden.

The question is could this ever happen in Britain ?

Whilst the Netherlands has the advantage that the majority of the country is flat it does have similar weather to us in the UK and if you've ever ridden over there you may have experienced the biting winds that can make riding hard work to say the least.

To me the main difference between the UK and the Netherlands is the mindset of the local population.

In the UK, bicycles are often viewed as an expensive toy used by a minority rather than a mode of transport.

This approach not only has an effect on planning - quite often segregated routes only occur when they are viewed as benefiting economic tourism rather than as a piece of strategic infrastructure. This can have to outcomes:

1. People driving with their bikes on their car to where they want to start using their bike which compounds the issue of too much traffic being on the roads for people to feel safe riding on them.
2. Routes designed to take in a more aesthetically pleasing route via parks or landmarks rather than the shortest easiest route which is what you need when you need to get somewhere. Imagine wanting to go by car from A to B and having to go via C because it was more scenic !

However with a more positive approach to cycling results can be achieved. Since congestion charging was introduced in London and investment was made in strategic cycling routes, car usage has dropped and the modal share for cycling has increased it is projected that more people will ride than drive in London in a few years.

In the Netherlands car ownership per capita is very similar to the UK. The difference is there a bike is another vehicle. If you have a short journey to make you hop on your bike. Whilst many of us campaign members try and do similar, the problem is selling this concept to the rest of the population and making sustainable travel by walking or cycling an attractive option for shorter journeys. This not only reduces congestion and pollution but reduces obesity levels.

Entrepreneurs Required

Getting around by bike not only benefits public health from a reduction in pollution, but reduces congestion and the need for parking spaces.

Shared bike schemes are being increasingly used by town planners to encourage cycling as a method of door to door travel.

According to the website of the charity Carplus, shared bike schemes can be defined as where cycles are pooled for multiple users. Schemes include self-service on-street docking stations, workplace pool bikes, railway station hubs, loans, lockers and peer to peer sharing.

Probably the most famous version of this in the UK is London's Boris bikes. Since 2010 the scheme has grown to 14000 bikes available from 770 locations throughout the capital.

In December, Sheffield will get another hire scheme. This time run by multi-national company Ofo, 1000 bikes will be available for hire.

Users will locate bikes using an app on their phone and the bikes can only be used in a pre-defined area which will stretch from the city centre, university, Northern General hospital, Dore Station and Meadowhall. Hire rates will be from 50p for half an hour.

Could this ever happen in Chesterfield though ?

According to Carplus the minimum population is between 50-100 000, so we certainly have that. There also has to be a level of infrastructure in place which we have.

The majority of journeys for a classic bike share scheme are point to point rather than circular, so multiple docking stations would be required. Users could include commuters, students, tourists, people wanting to use the Hipper and Holmebrook trails and go down the canal.

The main drawbacks are Chesterfield's topography. It maybe more challenging on a hire bike to pedal to the top of Hasland or Walton which would limit the appeal of hiring a bike for a journey like that.

The other issue is potential theft and vandalism. Manchester's Mobi bike scheme has suffered from people trying to smash the GPS units off the bikes and people not understanding the concept of sharing and taking the bikes home with them.

All the town needs is someone with the capital and vision to take a punt and give it a go. Any takers ?

The big caveat is that most hire schemes do not turn a profit. Why go ahead then ? The benefits of the hire scheme have got to be seen as a part of the bigger picture of improving public health, reducing pollution and congestion and through these factors improving both the quality of life and prosperity of the areas where they are implemented.

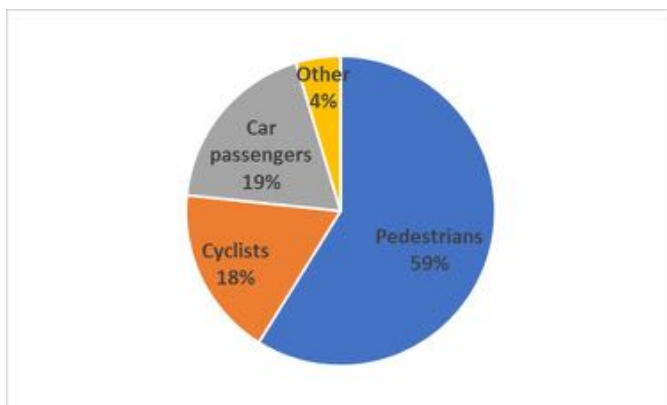
Child Road Safety Audit and 20mph areas

Road traffic collisions are the leading cause of accidental injury amongst children. They account for a third of accidental deaths among 0-14 year olds and over half of accidental deaths for 5-14 year olds. The Department for Transport's (DfT) Road Safety Strategy , 'Tomorrow's Roads – Safer for Everyone', published in 2002, asked Local Authorities to carry out 'Child Safety Audits' in order to identify the child road safety problems within their area so that policies, initiatives and campaigns could be carried out in order to deal with those problems.

Derbyshire County Council produced its first Child Safety Audit using data up to the end of 2006. Every 3 years or so the council updates this little publicised but very important report on child road deaths and injuries throughout the county.

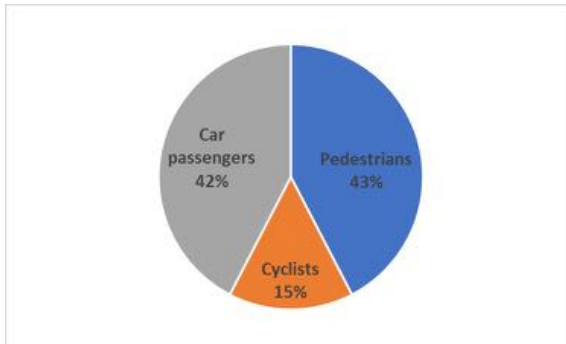
The latest report shows there were 915 child road casualties across the county over the period 2011-2015 including 107 killed or seriously injured. The total casualties are made up of 421 child car passengers, 315 child pedestrians and 117 child pedal cyclists. Although child road casualties have fallen since 2002 there have been increases in all types of casualty since 2014.

Fig: Children killed or seriously injured on Derbyshire's roads 2011-2015



In Chesterfield district 11 children were killed and seriously injured on the road between 2011-2015 while there were 78 slight casualties of all types. Of the total casualties in Chesterfield 13 were pedal cyclists.

Fig: Child road casualties by type in Chesterfield district 2011-2015



The worst periods for casualties were the months of March and September, between 2-4pm and on weekdays. All pedal cyclists injured were within one mile of their home, but so too were a third of car passengers and all but 4 lived within 6 miles of the casualty area.

The report ranks child casualties per 1,000 population for districts across the county. Districts with 'well above average' child cyclist casualties are Bolsover & Shirebrook and Long Eaton. District with 'above average' child cyclist casualties include Chesterfield, Buxton and Ripley & Alfreton. The council's response to this appalling situation is to continue road safety education for children. While this is undoubtedly important it fails to address the root cause of the problem and make the roads safer for everyone, particularly children and other vulnerable road users.

Reduced speeds are the most effective way to reduce serious road casualties as the faster someone is driving when they crash the more likely the injuries will be serious. It has been shown that you are seven times more likely to survive if you are hit by a car driving at 20mph, than if you are hit at 30mph. If a child suddenly steps out in front of a car, they are much less likely to be seriously injured or killed if the car is driving at lower speeds. Each 1mph increase in speed results in a 5% increase in injury accidents.

A recent review indicated that 20mph zones (with traffic calming measures such as speed bumps) and 20mph limits (signed areas only) were effective in reducing accidents, injuries and traffic volumes. There was also evidence that these measures are cost effective and are typically received positively by local residents.

A growing number of local authorities have introduced 20mph limits in their residential areas (not just on one street outside a school) including Oxford, Bristol, Warrington and Hackney, and average speeds have dropped in the majority of cases.

Although many drivers first reaction to 20mph limits is that this is a great inconvenience, when they hear the evidence many are supportive. In fact more than 70% of adults in Great Britain support the introduction of 20mph speed limits on 'busy streets', according to the findings of a survey conducted earlier this year.

As with the "don't drink and drive" and "clunk, click, every trip" campaigns of the 70s, there is a compelling reason for promoting slower speeds in urban areas and shifting cultural norms about what is acceptable. Hopefully in a few years' time it will be as unthinkable to drive at 30 or 40mph through a residential area as it is for a child to be driven in a car without a seatbelt. And there will be no more children killed or seriously injured on Derbyshire's roads.

Lisa Hopkinson

The Bikeonomics of Cycling

Saw this article in Bikebiz and think it could apply to any town (including ours).

Hardware store owner Steve Robson was once bitterly opposed to people-friendly improvements planned for the street outside his shop. He helped to raise a petition against the scheme, attended meetings to express his opposition and was in the local newspaper claiming the plans to remove parking places would be "devastating for businesses".

He is now a poster-child for "bikenomics", the theory that making towns and cities more cycle-friendly is good for the local and national economies. He stars in a new Sustrans video promoting the charity's Bike Life report, which is published today and which reveals 75 percent of Brits are in favour of installing protected cycleways throughout the country.

In 2014, Newcastle City Council revealed plans to spend £350,000 of a £10.6m Cycle City Ambition grant from the national government on reducing car access to Acorn Road in Jesmond, an affluent Newcastle suburb. The plans – which included wider pavements for pedestrians and a contraflow for cyclists – were met with bitter local opposition.

Robson, owner of Acorn Hardware, was one of the leaders of the opposition. "We do not mind change to bring the area into the 21st century, but we don't want to lose any of our parking spaces," he told a local newspaper at the time.

"If that happened it would be devastating for businesses and put a big strain on shops. If people can't park it will put people off – simple as that."

Along with another business owner on the street he created a high-profile campaign to oppose the council's plans. The pair placed unmissable full-length posters in a vacant corner shop urging passers-by to "Save our parking – say no to council plans".

The opposition led to a watering down of the council's original plans, but a number of improvements were later carried out including making the street one-way for cars, but allowing cyclists two-way access. A cycle-specific traffic light was also installed and cycle parking stands added.

Robson now supports the changes he once bitterly opposed. In a Sustrans-produced video he said:

"Two years ago the council decided to change the road from a two-way to a one-way system with the loss of up to 20 car parking spaces. As an independent retailer I wasn't too happy with this.

"However, since the changes have been made Acorn Road has become more vibrant with the increase in pedestrians and cyclists. Now with more bike racks we get more cyclists coming into the store."

Robson's swing to cycling isn't unusual – many retailers often oppose the installation of cycling infrastructure close to their stores believing it will lead to a decrease in takings. The opposite usually occurs. Many studies from around the world have shown that designing streets for people and not cars leads to an increase in retail takings.

A 2016 economic benefits of cycling study done for the Department for Transport found that "cycle parking allows 5 times more retail spend than the same space for car parking" and that "cycle friendly neighbourhoods can have greater retail spend."

And a 2014 report done for the DfT's Cycle City Ambition Fund showed that investing in cycling brings huge economic, social and health benefits, with some cycling schemes having a benefit-to-cost ratio (BCR) of up to 35 to 1. The Cycle City Ambition schemes have average BCRs of 5.5:1 – the DfT said this means that "for every £1 of public money spent, the funded schemes provide £5.50 worth of social benefit."

The DfT's "Value for Money" guidance says a project will generally be regarded as "medium" if the BCR is between 1.5 and 2; and "high" if it is above 2. In transport terms, 35 to 1 is off the scale.



Modeshift

Established in 2007, Modeshift is a not for profit membership organisation funded by the public, private and community sectors in the United Kingdom. Modeshift aims to secure increased levels of safe, active and sustainable travel in educational establishments, businesses and communities thereby engendering widespread travel behaviour change in the long term.

Derbyshire County Council are members of Modeshift and put forward projects for the national and regional awards.

This year they nominated our secretary Alastair Meikle for the 'Individual Contribution to Sustainable Travel' award. Citing his efforts with our Campaign and his work with cycle training in schools in Derbyshire and setting up Inclusive Pedals adapted cycling hub in the Queen's Park.

We are pleased to say Alastair was shortlisted and at the national conference in Sheffield this year was announced as winner!

Travels of the secretary

A few times a year your secretary visits friends on the south coast near Portsmouth. His usual method of getting there is train to London (St Pancras), cycle across London and then another train to either Fareham or Portsmouth Harbour. Going to Fareham he then has a 5 mile cycle along the excellent bus and cycle only route or if via Portsmouth Harbour crossing the harbour on the Gosport ferry and then a 3 mile cycle. Trains go from both Waterloo and Victoria to both destinations. The Victoria trains take a short time longer but are significantly cheaper! A one way fare can be as little as £23.00 for the whole trip.

Cycling across London has improved out of all recognition over the last few years just because there are so many people cycling and new infrastructure being put in place.



The first part of the route leaving St Pancras is always a bit fraught with lots of taxis and pedestrians but once across Euston Road a combination of quiet roads and cycle paths takes you easily to Tavistock Place which has cycle lanes running along both sides.



The route is usually followed to west along Howland St and New Cavendish St with a bit of ducking and diving to come out next to the BBC on Portland Place (a touch of W1A!), if there is time stopping for a coffee at the wonderful 'Attendant' café built into an old underground 'Gents'! After that its across Oxford Circus and down Regent St which is nowhere as scary as it sounds and a cut though across Piccadilly to Jermyn St, St James and onto the Mall, past Buckingham Palace and onto the worst section on Buckingham Palace Road approaching Victoria – lots of buses and no cycle lanes!



It can be cycled in just over 20 minutes but usually takes around 30 unless stopping for coffee!

The trip was last done in October this year with the return journey back into Waterloo which usually means a scenic cycle back over Waterloo bridge in the bus lane but this time your secretary found the bridge has been reduced from 4 lanes to 2 (1 in each direction) with substantial barriers on either side. As traffic approaches the bridge there are large signs saying 'Cyclists stay in middle of the lane' and 'Do not overtake cyclists'! All very well but it is slightly uphill from the station to the middle of the bridge so a large queue of traffic built up! All respectful though with the taxi behind keeping at least 20' back until it became two lanes again. If only it was the same cycling along Saltergate! Bon voyage.

Alastair Meikle

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.