

# CHESTERFIELD CYCLE CAMPAIGN



## CAMPAIGN UPDATE

Published quarterly

Number 47 Spring 2009



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

Affiliated to the CTC and Cyclenation

Printed on recycled paper



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

# CAMPAIGN CHAT

---

Following last issue's report about air quality problems on **Derby Road, Chatsworth Road and the A619 to Staveley**, these areas have now been declared an Air Quality Management Area with an upper limit of 40 ppm NO<sub>2</sub>. The initial consultation ended on October 31st 2008, and Chesterfield Borough Council is due to release a report on the results. Following this there will be a second consultation to consider what action should be taken, then an Air Quality Action Plan will be produced listing the measures that will be carried out. It looks as though it will be some time before we see any practical action on-the-ground.

The **November Campaign meeting**, held on Tuesday 11th, was largely spent marking a large scale map, provided by Derbyshire County Council, with existing and 'wished-for' cycle routes. This was to be presented and discussed at the December Accessibility Study Meeting (see page 6). The meeting also discussed the new Cycle Infrastructure Design guidelines recently published by

the Government, with a view to adopting its recommendations when responding to consultations.

**At Chesterfield College Transport Day** on November 18th, the Campaign attended with a stall and display of bikes. Although no new members were signed out on the day, we did hand out some cycling information.

Chesterfield Borough Council has employed planning consultants, URBED, to produce a new **town centre masterplan** which will set out a framework for future regeneration. The Secretary was invited to a meeting in November and was encouraged to find that URBED is very open minded about cycling and walking, and willing to work with the Campaign to incorporate enhancements to the cycle network. They have produced a map of the town centre highlighting existing cycle routes as well as potential new routes, which we hope will encourage more serious consideration of cycling as part of future development of the town centre. On January 31st,



*URBED Exhibition on Routemaster Bus*

there was a public display held in a classic red Routemaster bus in New Square, following which the exhibition moved to the Tourist Information Centre until February 14th. If you missed it, view the display boards and fill in the questionnaire at <http://www.chesterfieldcc.org.uk/node/186>.

December 3rd saw another **Transport Users Group** meeting, aimed at allowing local transport users to influence future transport policy and provision. Campaign members attended but most of the meeting was taken up with bus issues.

On **9th December**, we had a social evening at the Portland

Hotel, instead of the usual campaign meeting. Around 25 people turned up and enjoyed a pleasant chat as well as a game of 'Guess the Cycling Object' organised by Barry!

Some resurfacing of the **Trans Pennine Trail** has now been completed on a short section near Renishaw. However, the remainder of the Trail and canal tow path is still in poor condition in many places. Members are urged to contact Derbyshire County Council to press for further work – you can telephone Call Derbyshire on 08456 058 058, email [contact.centre@derbyshire.gov.uk](mailto:contact.centre@derbyshire.gov.uk) or call in at Tupton Lock Visitor Centre.

There have been complaints about the new **TPT surface near Renishaw**. This area has always been very wet, and it is still wet despite the new surface. It is hoped that the situation may improve as the surface settles down, but there is also recognition that the drainage may be poor or the water table high in that region. The next stage is to identify the root cause and then go from there.

The new link from **Temple Normanton** into the Five Pits Trail that is almost complete and a final top layer will be added in the spring when it has dried out a bit. The pavement / shared path from Postmans Lane is currently being worked on.

Volunteer rangers continue to work on the **TPT Arkwright Line**, cutting back foliage.

Various topics were discussed at the **January campaign meeting** on Tuesday 13th. The Secretary updated the meeting on progress at the former Bryan Donkin site, the location of the new B&Q store, and the workshop session run by URBED in November. The subject of the work on Brimington Road was also

raised. Nicola Peck produced a report highlighting some of the main flaws, and listing various recommendations from the new Cycle Infrastructure Design guidelines which are relevant to this sort of facility. There was also a brief summary of the outcome of December's Cycle Liaison Meeting – more on this on page 8.

Many of you will have seen that work has now started on the **former Dema Glass site** at Whittington Moor. Forthcoming cycle facilities include a segregated, off-road cycle path connecting Sheffield Road and Lockoford Lane, advance cycle stop lanes to access the main entrances, a toucan crossing on Lockoford Lane and an enhanced subway under the A61 roundabout to allow for segregated pedestrian and cycle movement. The football ground will have 20 cycle parking spaces and Tesco will have 50.

Derbyshire County Council have some money available this year for **signposting and cycle stands**. After polling campaign members on our e-mailing list before Christmas, the most popular suggestions for cycle

parking were submitted. These included all doctors' surgeries, shopping areas and parks, plus more specific locations such as by the Co-op, the Royal Bank of Scotland and the wide pavement on West Bars roundabout opposite Kentucky Fried Chicken. At the time of writing, there had been no further action from DCC and, as the money is only available until the end of March, there is concern that this opportunity will be lost altogether.

An application by East Midlands Trains for a substantial extension to the **railway station car park** was approved in August, and its opening took place on 8th September. Originally we were promised 10 cycle racks, later reduced to 7 as part of the planning approval, in "an appropriate location adjacent to the main building". As yet, these additional racks have not been installed and we are currently communicating with Chesterfield Borough Council on this issue as well as our original proposal to have them situated on Platform 1, alongside the existing provision, where they will be under cover and protected by CCTV.

The cycle path through the **former Bryan Donkin site** appears to be complete and barriers have been removed from the B&Q entrance, so it is now possible to enter and have a look around. Other access points to the site are still blocked it isn't yet possible to use it as a through route. Despite our concerns, the section connecting with Park Road has also been constructed – it was thought that this may have been pushed into a later phase of construction. It is anticipated that the tracks will be fully opened when the B&Q store opens in April. Once this happens, our next aim will be to press for a toucan crossing on Park Road to link the new track with the existing section through Queen's Park.

The subject of Brimington Road dominated the **February campaign meeting**. Although the layout is still unsatisfactory following further work during January, it was felt among the meeting that there would be no point in pressing for further changes as there is greater value in maintaining good relations with the relevant Council officers. Positive outcomes from the situation were seen to be

their agreement to participate in on-site meetings, as well as an acknowledgement that they had agreed to consult with the Campaign on further work but failed to actually do so. Chair, Joe Clark, will write a response to DCC which primarily addresses the shortcomings in the consultation process. On a related note, the Campaign will

also propose to DCC that they should hold a seminar to raise awareness of the contents of the Cycle Infrastructure Design guidelines. Cycling consultant, Paul Rea, gave a presentation at the East Midlands Cycle Forum in Lincoln last September and it was suggested that he would be a good candidate to present the seminar.

## **DCC ACCESSIBILITY STUDY**

---

At the meeting on 8th December 2008, Derbyshire County Council (DCC) expressed their intention to concentrate on Chesterfield initially, dropping Bolsover off the agenda.

All of the information gathered at the November Campaign meeting, concerning existing routes and suggestions for future routes, had been added to DCC's master map. Cycle accident data will also be added to see if this highlights any areas of particular concern.

For now, the focus was on a south to north route, plus access to the Royal Hospital at Calow.

Examination started at the railway bridge by the Avenue

site and worked its way past the railway station to the Eco Dome entrance, going through what is already in place and highlighting areas which need work. An on-site visit was proposed for February which will lead to the creation of more detailed maps with photos and plans of what is needed.

Access to the hospital presents some difficulties. Wayne Bexton (DCC Greenways) said that the route up from Piccadilly Road, already a public footpath, seems to be a non starter due to private land ownership and difficulty in achieving a suitable gradient.

Our Secretary, Alastair Meikle, put forward the suggestions that

the hospital could provide electric bikes through the Cycle to Work scheme, and the possibility of buses carrying bikes up Hady Hill. The meeting felt that bikes on buses were not practical, despite Alastair pointing out that there are already three bike carrying bus routes in Sheffield.

Due to the gradient, it seems unlikely that there will ever be mass cycling from the town to the hospital. It was suggested that perhaps secure bike parking should be provided next to a bus stop en route to the hospital with a reduced fare – this is a common arrangement in the Netherlands.

However, access to the hospital from Brimington, Calow and Tapton is a much more realistic prospect, with Plover Lane featuring as the primary access point.

Alastair mentioned that signing is required on some routes and Rebecca Pennyfather (DCC) says she has some money available until March for signing and provision of cycle racks. We have initially asked her to sign the route between Tapton Lock and the Trans Pennine Trail at

Pettyclose Lane, a long standing request by the Campaign.

Issues at the former Dema Glass site were also raised. Although off-road cycle routes will be incorporated into the site, we are concerned about the number of internal access roads that need to be crossed and how cyclists' safety will be protected against a high number of turning vehicles. There is also an opportunity to link Pottery Lane with the site entrance on Sheffield Road, which opens up the possibility of a potential quiet route to Whittington Roundabout, avoiding Whittington Moor. DCC have said that they will contact Chesterfield Borough Council, the planning authority, to see what can be done.

One other interesting point raised was that there is now new legislation in place to allow councils to get a contribution from any development to improve a route that is not necessarily near it.

Altogether, it was an encouraging meeting but we need to ensure that it progresses into practical measures which actually make a difference on the ground!

# DCC CYCLE LIAISON GROUP

---

Following the heady heights of the previous week's Accessibility Study meeting the Cycle Liaison Group meeting on 15th January, attended by Alastair Meikle and Barry Kay, was a much more frustrating affair!

After several years of negotiations, the Hipper Valley Trail phase 3 extension (Somersall to Holymoorside) seems to have hit a brick wall. One landowner is still objecting to the development and money that was available for this project has now been reallocated.

DCC will look into buying the field in question next year (2009/10) but no money, other than the purchase price itself, will be allocated to the project. This means that nothing will happen until at least the 2010/11 financial year. This is despite Sustrans offering money as part of its 'Safe Route to Schools' scheme. DCC thanked one Campaign member who lives in Holymoorside for his help in trying to get the land owners to agree.

The completion of the lower Hipper Valley route from Park Road to the Donkin site is anticipated for completion around the 10th April, 2009. We have been pressing for a toucan crossing on Park Road to actually connect it to the existing section at Queens Park. However, DCC has not yet made any provision and appear to be unwilling to do anything to hasten this until the work on the actual track is complete. The concern is that this will result in another situation similar to the Riverside Village route exit on to Hady Hill which, after two years, is still barred to cyclists.



*Queens Park Bridge over Markham Rd*



As mentioned elsewhere, the Campaign has bought a copy of the Government's new Cycle Infrastructure Guidelines which supports many of our aspirations. These include the issues of cycling over bridges with parapets lower than 1.4m, like the one into Queen's Park, and the Council's over-use of 'Cyclist Dismount' signs.

It was assumed that such official documentation would need to be taken seriously by DCC and would be a real asset to future cycle route development. As a first step, Barry tried to raise the issue of Queens Park bridge and its parapet height, covered by guideline 10.8.2. DCC Highways Department's interpretation is that it permits cyclists to *push* a bicycle over a bridge where the parapet height is less than 1.4m. Our view is that a person pushing a bicycle is a pedestrian who would have access to such a bridge anyway, without a specific guideline needing to be in place. Elsewhere, use of the word 'cyclist' clearly refers to someone who is not a pedestrian, as in the reference to toucan crossings, implying a mounted rider. We will be

**10.8.2** Bridges for cyclists should ideally have a parapet height of 1.4 metres (1.8 metres if also providing for equestrian use). On existing structures this cannot always be achieved, but it should not necessarily preclude their use as crossings for cyclists.

**10.5.2** A Toucan crossing is a signal-controlled crossing for pedestrians and cyclists.

*Cycle Infrastructure Design*

contacting the Department for Transport for clarification.

The Chair of the meeting, Jim Seymour, said that the publication would be scrutinised and only those items in line with the County Council's present thinking on cycle infrastructure would be addressed. However, they have suggested that at some point they would like to set up a meeting with cycle groups to go through the document and come up with Derbyshire's own definitive guide as Nottingham have done.

Considering that the government Guidelines are the pooled knowledge of experienced cycling groups like CTC and Sustrans, results of

scientific research and observation of successful schemes in other countries, it seems hard to believe that 'Council thinking' could possibly result in a superior document.

Moving on, our suggestion to use 'Cyclists give way to pedestrians' signs instead of 'Cyclists dismount' signs was rejected because this is not a standard sign and leaves DCC open to litigation, even though photographs of such signs have been given to the DCC showing their use elsewhere. It is possible to obtain Department for Transport approval for such signs to be used in the county, but we were told that it would take around three years to get such approval. When it was suggested that it would be good to start the application for such signs now, it was dismissed.

A surprise announcement came from the Highways Department, saying that sometime this year they will conduct a study looking at the area west of Derby Road and access into town especially for cyclists. This appeared to come as a bit of a shock to the other DCC

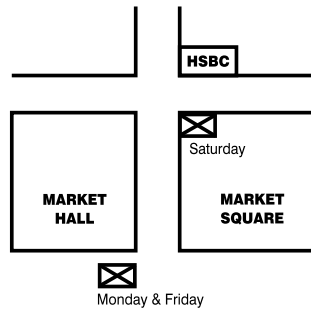
members running the Accessibility Study, as its first practical task is to look at the north/south route including Derby Roas. Given that the CBC Town Centre study by URBED is also taking place and has a cycling aspect, Alastair suggested that a little more co-operation might prevent such tasks being duplicated!

## LES ROPER MARKET TRADER

10% discount for members  
on production of Campaign  
membership card.

*Bikes/accessories, brake cables, gear cables, tyres, inner tubes, puncture repair kits, brake pads, V brake pads, chains, wheels, cycle repairs, wheel repairs, wheel rebuilding and truing.*

*Batteries, watch batteries, watch straps, key cutting, clocks, leather belts, money belts, dog collars, leads and harnesses.*



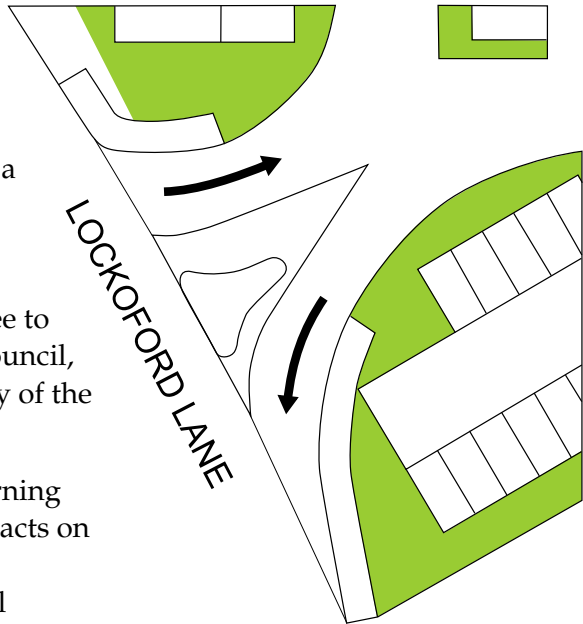
# CHESTERFIELD CAR AUCTION SITE

---

In December, alerted by Vice Chair Chris Allen, the Campaign became aware of a planning application for a hotel on the Chesterfield Car Auction site on Lockford Lane. Despite being an official consultee to Chesterfield Borough Council, we did not receive a copy of the consultation document.

The application is concerning because it adversely impacts on the proposed cycle route between the new football ground and the Trans Pennine Trail. Paths either side of the hotel entrance are too narrow to be shared paths, and the roads are angled to promote entry and exit at relatively high speeds making cycle crossing more difficult.

In addition, a public footpath that links Lockford Lane with Canal Wharf also passes through the development site. This path, whilst overgrown and poorly surfaced at present, could form an important link between the town, college and Tesco/football ground for both



cyclists and pedestrians. It has been identified as such by the Chesterfield & NE Derbyshire Accessibility Study currently being held by DCC at which the Campaign and CBC are represented. This path has also been mentioned in the town centre master plan consultation being conducted by URBED.

We have submitted an objection to the application, on the grounds that the development interferes with an existing proposed cycle route, and now await a response.

# CHESTERFIELD ROYAL HOSPITAL

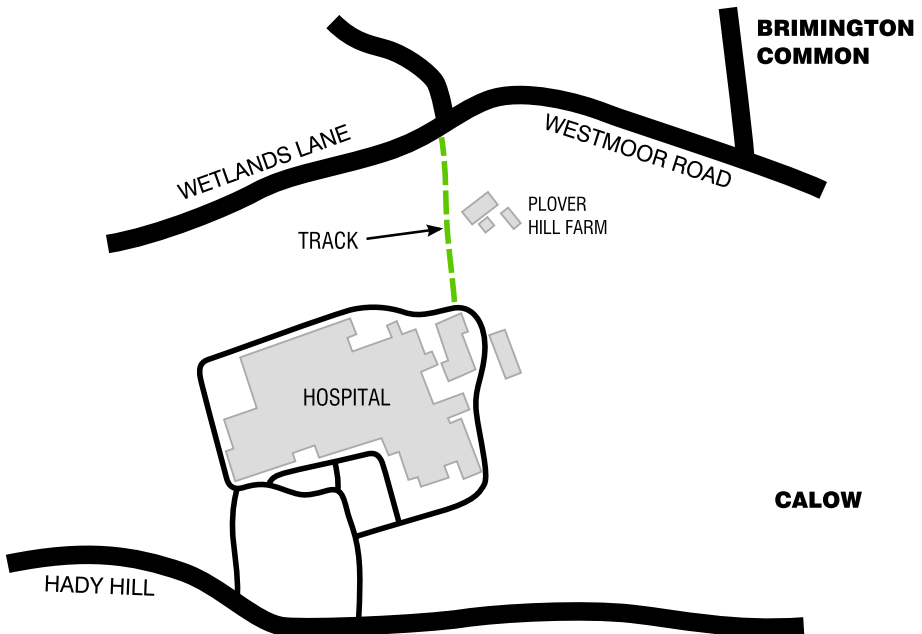
---

A number of developments are beginning to take place at Chesterfield Royal Hospital in Calow.

A Cycle to Work scheme is now up and running, enabling employees to buy a new bike and accessories for commuting at a 40-50% discount. To mark the launch, a cycle show was held on 4th February to provide information on how the scheme works and the Campaign was invited to hold a stall, which was run by Alastair Meikle,

Chris Allen and Barry and Pam Kay.

The Campaign stall attracted a considerable amount of interest and, although no new members were signed up, those visiting the stall were eager for information on bikes, routes and future rides. Quite a few maps and other items were sold; £15 being credited to Campaign funds. It was an enjoyable day and felt to be a very worthwhile promotion of cycling.





*Access Track past Plover Hill Farm*

A planning application to add a further 527 car parking spaces was approved in January. Among the conditions is a clause requiring improvements to the track past Plover Hill Farm, which allows pedestrian and cycle access to the north of the hospital from Wetlands Lane.

Last year, there were concerns that this access route may have been closed by new development on the Plover Hill Farm site. However, following negotiations with CBC and DCC, it was identified as an important link in the Accessibility Study and the imminent improvement is welcomed.

Following enquiries from a number of Campaign members, the Hospital has also acknowledged that there is a lack of visitor cycle parking.

On 24th February, the Secretary attended a meeting at the Hospital to discuss cycle parking and the track improvements. More details in the next newsletter.

## **Welcome to New Members**

Emma Bradley, New Whittington  
Antony Lambert, Wingerworth  
Stevan Chambers, Newbold  
Duncan and Donna Carter & family, Calow

## **BE ACTIVE, BE HEALTHY**

This new plan from the government is aimed at getting the nation moving. Health problems associated with inactivity are estimated to cost the NHS up to £1.8 bn, with costs to the economy around £5.5 bn in sickness absence and £1 bn from premature death. Locally, Derbyshire PCT is spending around £12.2 million on inactivity-related disease.

# OTHER CYCLING NEWS

---

## Travelling to France?

If you are planning to cycle in France this year be aware that, since September 1st 2008, all cyclists are required to wear a luminous high visibility vest when cycling outside urban areas at night.

## New Government Guidance

The Department for Transport has released new guidance on Cycling Infrastructure Design for Local Authorities. It encourages designers to follow a 'Hierarchy of Provision' and aims to keep cyclists principally on-road by managing traffic conditions to make roads safe for cycling. Solutions should first aim to reduce traffic speed and volume, with conversion of

footpaths to shared use at the bottom of the list.

[www.chesterfieldcc.org.uk/node/155](http://www.chesterfieldcc.org.uk/node/155)

## Wheels to Work

A new pilot project in North East Derbyshire, Chesterfield and Bolsover Districts is helping people to get to work or training under their own steam. Bikes to Work, operated through the Wheels to Work Derbyshire scheme, is able to loan a push bike or power-assisted bike to anyone over the age of 16 that is having difficulty getting to work or college because of transport and is living in or trying to access a rural area. For more information, visit:

[www.derbyshirercc.org.uk/work\\_w2w.htm](http://www.derbyshirercc.org.uk/work_w2w.htm)

|                   |  |
|-------------------|--|
| <b>Chair</b>      | Joe Clark  |
| <b>Vice Chair</b> | Chris Allen  |
| <b>Secretary</b>  | Alastair Meikle, 01246 520820<br>secretary@chesterfieldcc.org.uk |
| <b>Treasurer</b>  | Barry Kay, 01246 555943  |
| <b>Membership</b> | Pam Kay, 01246 555943  |
| <b>Website</b>    | Robert Kirby<br>webmaster@chesterfieldcc.org.uk                  |
| <b>Newsletter</b> | Nicola Peck<br>newsletter@chesterfieldcc.org.uk                  |

**Chesterfield shops giving a discount to Campaign members:**

Les Roper  
Market Trader  
J E James Cycles  
Whittington Moor

# CALENDAR OF EVENTS

---

Saturday March 7th, 11 am to 3 pm: A Campaign stall will be present at Derbyshire Action on Smoking's No Smoking Day at Staveley Fire Station.

Sunday March 29th, 2 pm: Campaign short ride starting from Queens Park café, following the Hipper and Holmebrook Valley trails.

Monday March 30th, 10 am to 4 pm: Warm, Well and Sustainable in Chesterfield. Event organised by Chesterfield Borough Council, including stalls for the Campaign and Sustrans.

Monday May 4th, 10 am to 4 pm: May Day stall and Campaign participation in the March, starting from the Town Hall at 11 am.

## **13th to 21st June, Bike Week 2009**

Saturday June 13th, 10 am to 4 pm: Campaign stall in the Market Place

Friday June 19th, 5.30pm: Critical Mass ride starting from the Town Hall

Friday June 19th: Pea & pie supper. Venue to be decided.

Sunday June 21st, 2 pm: Campaign intermediate ride starting from Tapton Lock, following the TPT through Tapton, Inkersall, Staveley then returning along the canal tow path. Also promoted as part of the 2009 Peak District's Historic Border Country Walking Festival

Wednesday June 24th, 6.30 pm: A short evening ride as part of the Walking Festival. Departing from Queen's Park café and following the Hipper and Holmebrook Valley trails.

Tuesday September 22nd, 5.30 pm: European Car Free Day. Critical Mass ride starting from the Town Hall

More events may be arranged during Bike Week and on Car Free Day – see the Summer and Autumn newsletters for more details.

# GET INVOLVED!

---

**Campaign Meetings** are held on the second Tuesday of each month at 7.30pm in the Urban Studies Room at the Market Hall Chesterfield. The next meetings are on 10th March, 14th April, 12th May and 9th June.

**Greendrinks** is an informal gathering of 'green' minded people and takes place on the first Wednesday of each month from 7.00pm at Chandler's Bar, St. Mary's Gate, Chesterfield.

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

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

---

## Membership Form

Full Name ..... Tel .....

Address .....

.....

Email .....

Membership Type (please tick)

Adult, £5 ..... [ ]      Family, £10\* ..... [ ]

Unwaged, £2.50 ..... [ ]      Under 18, £1 ..... [ ]

Optional donations welcome.....[£            ]

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

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

NB. These details will be stored on computer.