

CHESTERFIELD CYCLE CAMPAIGN



CAMPAIGN UPDATE

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New Paths at
Royal Hospital

www.chesterfieldcc.org.uk

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

CAMPAIGN CHAT

Last issue, we highlighted some of the areas focused on in the **Cycle Audit** which examined potential north-south cycle routes through Chesterfield.

Since then representatives of the Campaign, DCC and CBC have spent another two days looking at options to the east and west. One further day is scheduled, with a possible extra day to revisit some of the areas covered previously. The details of what happens next are yet to be discussed.

On 14th November, three members of the Campaign attended the **Cyclenation conference in Nottingham**. Cycle Campaigners from all over the country were present and in the morning we listened to a variety of speakers as well as a video address from Lord Adonis. At lunchtime there was a buffet and a chance to look round and talk to a range of exhibitors.

In the afternoon there were a series of workshops to participate in. The three split up to cover as many as possible!

The presentations are all available on Nottingham Pedals website:

www.pedals.org.uk/conference_presentations

There is very little new information to report on the problems of the **Tesco cycling infrastructure**. Permission has been given by DCC to install CCTV in the A61 underpass, and to erect cycle signs on the path linking the underpass to the toucan, but no work has taken place yet. A road safety audit was carried out before Christmas, which we understand raised many of the issues highlighted by the Campaign, but we have no further information about the outcome yet.

The Campaign has submitted a formal response to the **Tapton Golf Course** planning application for a new driving range, which proposes to divert the route of the Trans Pennine Trail that passes through it.

Whilst not objecting to the diversion, we have asked for a minimum 3 metre wide

replacement track surfaced with Toptrek or similar. We have also highlighted the problems that increased traffic volumes are likely to cause trail users, and suggested an extended track to the entrance to provide extra safety.

Brimington & Tapton Community Forum have submitted a similar response which also requests that provision should be made to address the potential for track erosion on the steep gradient.

Following consultation with the Campaign, the **Royal Hospital at Calow** has put in some new cycle facilities around the site. There is now a signed route from the entrance at the rear of the hospital from Plover Hill Farm which goes through the site to the main road. Cycle parking for visitors has been installed by the main entrance, the visitors entrance and outside maternity.

Since the Government's '**Cycle Infrastructure Design**' guidance document was published last year, we have been trying to encourage DCC to adopt its principles when considering new road schemes. We have

now heard that they will instead be following Leicestershire and Nottinghamshire's guidance instead, and the three councils are currently working together to refine some of the details. The current Guide can be downloaded from here:

http://www.nottinghamshire.gov.uk/home/traffic_and_travel/traffictrave1-cycling/cyclingdesignguide.htm

This year will be the 21st anniversary of the **Trans Pennine Trail**. To celebrate, a baton relay is being held from all four end points of the Trail to arrive in Barnsley on Sunday 21st June. Chesterfield's baton will be leaving on Thursday 17th. It's still in the early stages of planning at the moment, but DCC and CBC will be coordinating the movement of the baton through our area and they are looking to involve local groups, schools and so on. More details will emerge nearer the time.

Around thirty members came along to the Crispin Inn at Ashgate for the **Campaign's Christmas social** on Tuesday 8th December. There were also several more from the Brampton Community Band as quite a few

members of the band are Campaign members as well! As well as the music we enjoyed a quiz compiled by Barry Kay.

The Campaign has been asked to provide a stall at a 'green' event called **Sustainable Chesterfield** at the Winding Wheel on Friday 12th March. We attended this event last year. If anyone is able to volunteer their services it would be appreciated. No times yet but it is expected to be between 10.00 and 4.00 or something similar.

We will be having our usual stall on '**May Day**' in New Square (May 3rd). Anyone who can help for an hour or two would be most welcome. Our

Campaign traditionally joins in the march too, so why not come along to that as well and practice your slow riding skills! The stall is set up from about 9.30am and the march sets off at 11.00am. After the march returns around 12.00 there are speeches and then musical entertainment. The stalls pack away between 3 and 4.00pm dependent on the weather!

The **Campaign meetings** continue to be well attended, even during the winter weather, with typically 10-12 members turning up each month. We're told that this is extremely good compared to neighbouring Cycle Campaigns, some of whom are much bigger than us!

FORMER PEARSON'S POTTERY SITE

At the beginning of December, CBC received a planning application to redevelop the former Pearson's Pottery site at Whittington Moor. The Campaign has an interest because we are hoping that a cycle route can eventually be created from Pottery Lane down to a new bridge over the River Rother, which then connects with the canal tow path.

With the support of CBC and DCC, the proposed route is being protected from being lost to development. We are pleased that the planning consent will contain a clause requiring that a 3m wide cycle track be provided as far as the boundary near to the river bank.

*Planning Application ref:
CHE/09/00556/FUL*

DONKIN SITE CYCLE PATHS

The ongoing saga of the cycle path from Park Road to B&Q continues! In December we heard that negotiations between the developers, Thornfield Properties, and Chesterfield Borough Council had finally led to work resuming on finishing the landscaping, Percent for Art decorative lighting scheme and cycle paths with anticipated completion around the end of February.

However, by early January news emerged that Thornfield had gone into administration, creating a great deal of uncertainty about the future of projects across the country, not just in Chesterfield. We still await details of what happens now, but there have been suggestions that a basic lighting scheme and path surfacing could enable the route to finally open in the near future.

HIGHFIELD PARK, NEWBOLD

As part of the recent Derbyshire County Council audits a potential route was suggested through Highfield Park at Newbold, connecting Gloucester Avenue and Highfield Lane. this would help to create a route linking Highfield Hall School and Newbold Community School as well as forming part of a longer quiet route for cyclists into town.

quoted were around £50,000 for the installation and CBC claimed that it would cost £1,700 per year on maintaining it. It's hard to see what such a figure would be spent on. For instance, a similar path in Inkerman Park sees very little annual maintenance and has only been resurfaced once in 10 years at a cost believed to be in the region of £2,000.

It has emerged that DCC have already proposed that they pay for a 2.5 metre shared path but the offer was turned down by Chesterfield Borough Council on the grounds that upkeep would be too expensive. Figures

The Secretary has written to CBC criticising this decision in the light of their supposed commitment to carbon reduction and the air quality issues in some parts of Chesterfield.

FOOTBALL STADIUM MEETING

In November, the Secretary attended a travel management group meeting for the new football stadium but unfortunately there is nothing good to report.

There will be 28 Sheffield Stands in four groups around the perimeter of the car park. No cycling will be allowed into the stadium from the Tesco 'plaza' at the centre of the development site, despite the fact that the site's only segregated cycle lane leads here. And a suggestion that bikes could be provided with under cover parking at the stadium was met with incredulity.

A director of the club asked for an explanation about why bikes would want to be under cover and why should they be right next to the stadium. He did not see anything wrong with dismounting and pushing a bicycle around the site, and considered bikes to be more dangerous to pedestrians than cars because "a car is much bigger and not as much of a problem".

Clearly, any obligations there might have been to provide facilities which lessen car use

and make other modes of transport more attractive have been long since forgotten.

The meeting was also attended by the cycle-friendly transport representative from Derbyshire County Council as well as a member of the Chesterfield Borough Council planning department. DCC also pushed for better cycling access but there was no back up by CBC.

In general, there was a very negative feeling towards cycling, which continues the trend that has emerged for this development. CBC's planning department continue to state that the Dema site has good cycling infrastructure.

LOST DVDS!

Last year the Secretary circulated two DVDs of various cycling videos and clips. Could the people still in possession of these discs please pass them onto the next person on the distribution list, and let the Secretary know how far they've got?

CANAL BASIN AT STAVELEY

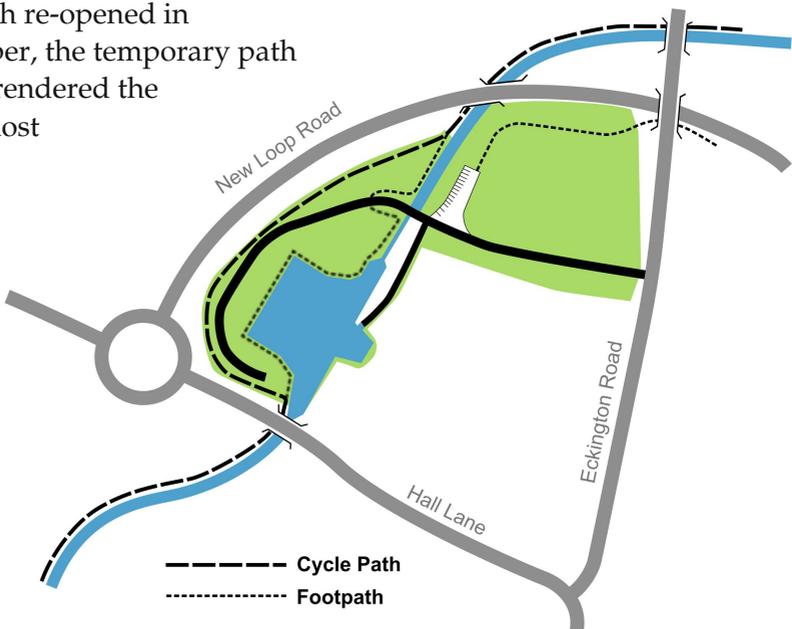
Just before Christmas, plans were submitted for the proposed canal basin at Staveley which will be located on the Chesterfield Canal between Hall Lane and Eckington Road, next to the newly constructed Staveley Northern Loop Road.

The development will incorporate a new 3m wide cycle path which arcs around the western side, and twelve cycle stands, six at the south end of the basin and six within the small car park to the north.

The Trans Pennine Trail has been closed at this location for well over two years, due to construction of the new road. Although re-opened in November, the temporary path surface rendered the TPT almost

impassable. Once the basin is complete, though, we should finally have a continuous off-road route all the way from Chesterfield to Rother Valley Country Park.

For more information, view the planning documents on Chesterfield Borough Council's website. *Application ref: CHE/09/00769/FUL*



WATERSIDE UPDATE

In late October, an outline planning application was finally submitted for the major Waterside development situated between the A61 and Brimington Road at Tapton.

Details for the site itself have been covered in previous newsletters and are generally very cycle friendly, but we have some concerns about the surrounding infrastructure that will connect with the site.

These are some of the issues that the Campaign has highlighted in its discussions with planning officers.

- The junction around Holbeck Close is still very 'road centric' and rearranging it to give pedestrians and cyclists greater priority would promote access to the railway station, in the spirit of the development's desire to encourage public transport use.
- The access between Brimington Road and the station must be a ramp of at least 3m wide to allow shared use and once on Crow Lane cyclists should be able to turn left towards the Riverside estate and have some safe right hand turn to the station.
- All shared pedestrian and cycle routes must be a minimum of 3 metres wide, and preferably wider.
- The plans appear to show that the on-road cycle lanes will be removed from Brimington Road and four new pedestrian refuges will create 'pinch-points' which are often hazardous for cyclists. The Campaign favours the retention of an on-road fast cycle route to complement the slower route available along the canal.
- There is the possibility of upgrading or replacing the existing A61 footbridge which leads from Waterside to Chesterfield College. We regard it as essential that any new or modified bridge can be used for cycling.
- The plans show that there is no cycle/foot access between the tow path and the road bridge which forms part of the 'Lavers' entrance into the site.

An extra link here would improve the mobility of cyclists and pedestrians around the site.

To see more details, visit the planning pages at www.chesterfield.gov.uk.

Application Reference:
CHE/09/00662/OUT.

Election Questions

No one can fail to have heard the news that a general election must be called this year, with many expecting it to take place on 6th May.

In the past, Cambridge Cycle Campaign have sent questionnaires to their local candidates asking about their views on various cycling issues and then publishing the results on their web site. We thought it would be a great idea to do the same in Chesterfield, with the hope of electing candidates that are supportive of cycling.

A few preliminary questions have been drafted and these are up for discussion and fine-tuning before being sent to candidates. Keep watching the web site for more details.

BICYCLE BUZZ 2010 SAT 19TH JUNE

Our dream is for a mass bicycle event on the streets of Chesterfield! As a first stage of that dream we present 'Bicycle Buzz'. We have drawn various partners together for this event including Chesterfield Cycle Campaign, Chesterfield Library and Derbyshire County PCT.

We are planning the event to take place during Bike Week 2010. The message will be 'cycling is fun', and we hope to get lots of people on their bikes and show how useful they can be as a means of sustainable transport.

The main event will be the first Chesterfield Bicycle Film Festival entitled 'Cycle Shorts'. The venue will be Chesterfield Library Lecture Theatre and doors open at 2.00pm with film showings starting at 2.30pm. There will be cycle displays in adjoining rooms.

We are planning additional events including a ride leading to the film festival.

www.the-buzz.org

DCC TRANSPORT GRANTS

Last November the Campaign applied for three grants from a small fund offered by Derbyshire County Council for projects to help people get from A to B without using a car.

The projects we suggested were replacement of the coach station lockers, help towards publishing a new cycle map and paying for a cycle planner to talk to local government officials.

Unfortunately, we weren't successful with any of our applications as the fund was heavily over subscribed.

However, DCC are looking at delivering some additional projects this year which might include the lockers.

They would also like to look further into progressing a new cycle map in conjunction with the work already under way on the Chesterfield Strategic Network.

GO-AHEAD FOR TUNNELS REOPENING

Plans to reopen four old railway tunnels on the Monsal Trail in the Derbyshire Peak District have been given the go-ahead.

The Peak Park Authority has approved the project to allow public access to the tunnels for walking, cycling and horse riding.

The tunnels, between Buxton and Bakewell, were closed when the rail route was axed in the late 1960s. Work on the £3.785m project was due to start early this year.

It will create a linked rail and cycle route from cities in the North West and Midlands into the National Park. The council said it would help boost local tourism with cycle-based travel packages. At present some 85 per cent of visitors to the White Peak (southern and central Peak District) arrive by car, compared to 1 per cent who cycle.

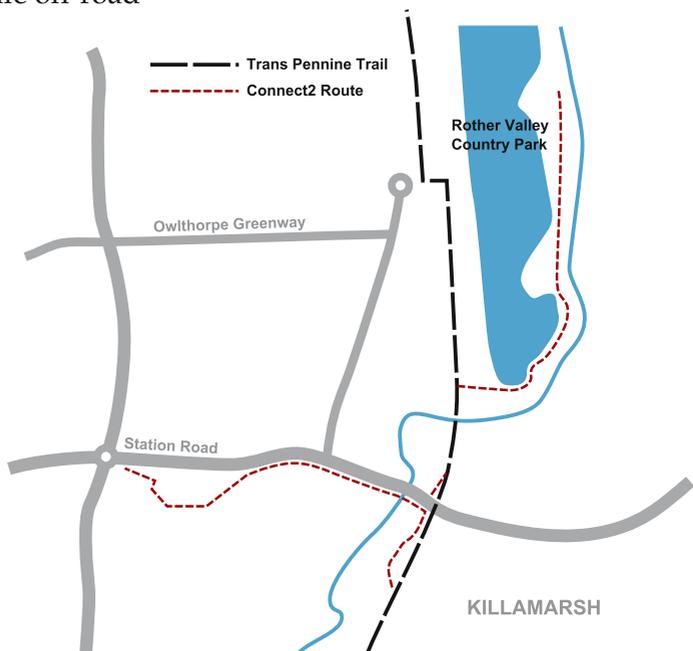
YET MORE TPT IMPROVEMENTS!

Hot on the heels of further resurfacing work on the TPT north of Staveley, Derbyshire County Council has commenced works to create a ramp from the Sheffield Road/Forge Lane junction at Killamarsh up to the Trans Pennine Trail. This will allow all users to gain access onto the TPT at this busy location where there is currently only a flight of steps.

These works are part of on-going access improvements in the area. It is proposed that the whole package of works will culminate in a safe off-road route from the centre of Killamarsh via the new Greenway, the Trans Pennine Trail and the new "Connect 2" multi-user trail, to the Halfway Supertram stop.

Works were scheduled to begin in either week

commencing 8th or 15th February 2010, and likely to last approximately 6 weeks. A short section of the TPT to the south of Sheffield Road bridge is closed to all users for the duration of works due to the constrained nature of the work site and the large amounts of earth moving required. During the works, walkers may be able to descend the current flight of steps and regain access to the TPT by following Forge Lane due south. Access for other users will not be possible.



BRIMINGTON-STAVELEY BYPASS

Shortly before Christmas, residents in Brimington received a letter from Paul Holmes MP outlining his support for the long-proposed Brimington-Staveley bypass.

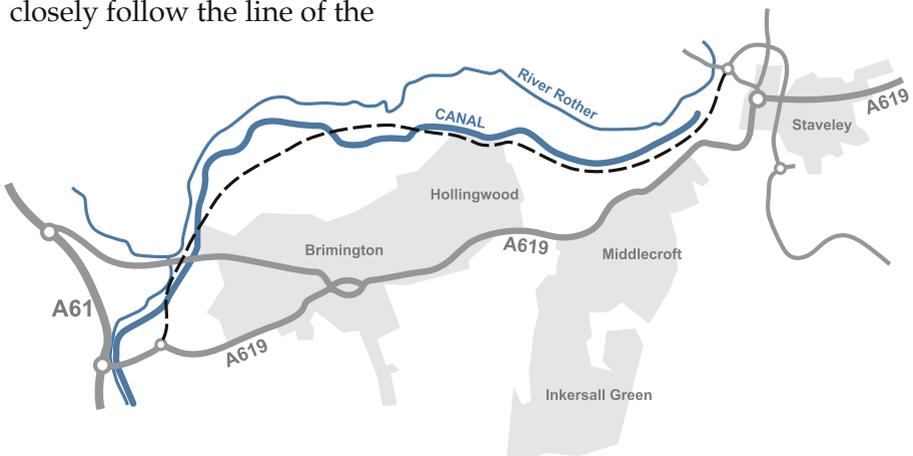
He considers that the bypass would offer significant benefits to residents' quality of life by diverting motorway traffic away from the A619 through Brimington. Renewed interest in the road has been sparked by completion of phase 1 of the Staveley Northern Loop road, and the forthcoming redevelopment of the Staveley Works Corridor.

When originally proposed in the 1970s, the bypass was due to closely follow the line of the

then-derelict Chesterfield Canal from the industrial areas of Staveley and emerge onto the A619 Sainsbury's roundabout.

Since that time, a considerable amount of hard work and money has gone into the restoration of the Chesterfield Canal, creating a beautiful, peaceful haven for walkers, cyclists and wildlife which would be devastated by a busy road in such close proximity.

This topic was discussed at the February monthly campaign meeting which agreed that the Campaign should officially oppose the bypass. To read Paul Holmes' letter in full, visit www.chesterfieldcc.org.uk/node/446



TRANSPORT USERS' ADVISORY GROUP

At the latest meeting on 2nd December, Barry Kay and Alastair Meikle gave a presentation to the group on cycling in Chesterfield. They started with a brief history of the Campaign then showed a short film about cycle infrastructure in Copenhagen.

The presentation then followed with a cycle journey from Storforth Lane into the town centre highlighting the many problems a cyclist faces. As they went through the series of still photos they asked members of

the group what they thought were the problems too.

After long discussion another two short films were shown about innovative cycle infrastructure - the bicycle lift in Trondheim and the Green Wave in Odense in Denmark. Their views were well received and led to a discussion about the poor facilities at Tesco led by one councillor!

The presentation is available on the Campaign's website at www.chesterfieldcc.org.uk.

Innovative Cycle Infrastructure: The Details

Bicycle Lift: The Trampe bicycle lift in Trondheim in Norway consists of a rail embedded into the ground, along which a footplate travels uphill. The cyclist remains seated on the bike, puts their right foot on the footplate and keeps their left foot on the pedal. The lift is operated by a key card that users buy or rent. Pictures and video available at <http://www.trampe.no/english/>

Green Wave: A system where traffic lights are timed so that vehicles travelling at a pre-determined speed will meet a succession of green lights, avoiding the need to stop and start. Amsterdam and Copenhagen have systems timed for typical cycling speeds of around 15 – 22 Km/h. In Odense in Denmark, they have gone a step further by installing bollards at the side of the road to indicate the optimal travelling speed. More details and a video at <http://www.cykelby.dk/eng/ledelys.asp>

THE MAN WHO CYCLED THE WORLD

In 2007-8, Mark Beaumont spent 194 days and 17 hours cycling solo around the world. This epic journey took him over 18,000 miles, across four continents and through 20 countries, beating the previous record by 81 days, cycling at a speed of 100 miles a day for over half a year.

In June 2009, he embarked on a new challenge, cycling the length of the American Cordillera - the longest mountain range on the planet. On this epic journey 26-year old Mark not only cycled but also climbed the two highest peaks on the continent, Mt McKinley (Denali) in Alaska and Aconcagua in Argentina. The trip was filmed for a BBC1 documentary *The Man who Cycled the Americas*.

On 17th March, Mark visits the Winding Wheel to tell the story

Mark Beaumont

THE MAN WHO CYCLED THE WORLD

Wednesday 17th March
WINDING WHEEL

Starts 7:30 pm
Tickets: £13.00/£12.00 conc

BOOKING

Tel: 01246 345334
www.windingwheel.co.uk

of his adventures - a personal rollercoaster of mental and physical endurance as well as a fascinating insight into the world we live in.

For more information about his latest journey, visit <http://www.bbc.co.uk/blogs/cycling/theamericas/>

POLICY & FINANCE

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Vice Chair: Chris Allen

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comms@chesterfieldcc.org.uk

EVENTS CALENDAR

March, Friday 12th: Sustainable Chesterfield event at the Winding Wheel - Campaign stall

March, Sunday 28th: Welcome Summer Time 4 mile ride, Queen's Park café start and finish. Depart at 2.00pm

May, Monday 3rd: May Day celebrations in New Square, Campaign stall

June, 12th-20th: Bike Week

Saturday 12th June: Campaign stall and Dr Bike in New Square, Chesterfield.

Sunday 13th June: Family ride.

Thursday 17th June: Trans Pennine Trail 21st Birthday baton relay leaves Chesterfield.

Friday 18th June: Campaign ride around Chesterfield to Pea & Pie supper.

Saturday 19th June: Bicycle Art Buzz. Several events being planned but confirmed so far is Chesterfield's first 'Bicycle Film Festival' - showing short films about all aspects of cycling plus a short film competition. More details www.the-buzz.org

July, Saturday 10th: Inkerman Buzz, Sustainability and Well Being, Campaign stall & Dr Bike plus Campaign led rides to the Buzz

September, Wednesday 22nd: World Car Free Day

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 9th March, 13th April, 11th May and 8th 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 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.