

CHESTERFIELD CYCLE CAMPAIGN



CAMPAIGN UPDATE

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Widened path on Lockoford Lane

www.chesterfieldcc.org.uk

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...creating a nation of cycle-friendly communities

CAMPAIGN CHAT

The Campaign had a successful **social meeting** again in December at the Crispin Inn on Ashgate Road. Around forty five people turned up on the cold evening and enjoyed listening to the Brampton Community Band (who include quite a few Campaign members), a good spread of food and a quiz. Thanks to stalwart member of the committee Barry Kay for organising the evening and the quiz.

Work to widen the shared path beside the toucan crossing on **Lockoford Lane** is complete, and there is now considerably more space for pedestrians and cyclists to negotiate around each other. The work involved moving back a fence and lighting column, and the path has been resurfaced.

Further along, **beside the Casa Hotel**, more resurfacing was underway at the time of writing and should be finished by the time you read this.

Permission has been granted to create a surfaced shared route

for cyclists and pedestrians across Highfield Park. The path will be 2.5 metres wide and have lighting. It's anticipated that work should start around late March or early April.

An application has been submitted to convert part of the **former Stratstone** car dealership on Derby Road into a fitness centre. Although the plans show 53 car parking spaces, no consideration has been given to cycle parking. We have submitted a response suggesting that a minimum of 3 cycle spaces should be provided. We have also asked for our details be passed to the management of the new centre so that we can work with them to promote cycling. *Planning ref: CHE/10/00725/FUL*

An application has been made to convert the **former Unicorn public house** on Dock Walk to a children's nursery. Provision has been made for a car park and drop off area, but no cycle stands have been included. Its situation directly on the Hipper Valley Trail puts in a convenient position for parents to arrive by

bicycle on their way into work or the town centre, and presents a good opportunity to promote car free travel.

No mention of the cycle route was mentioned in the Design and Access Statement, and we've suggested that CBC should make them aware of the potential to reduce car journeys. We would also be happy to advise the applicant and supply them with cycling information.

Attention was also drawn to the quietness of this route, which makes it so suitable for cycling, and that it should be preserved.

Planning Application ref: CHE/10/00747/COU

Another piece of infrastructure on **Derby Road** is nearing completion and should be finished by the time you read this. A shared path now provides a link between the existing toucan crossing at Jaw Bones Hill northwards to join up with the existing facilities at B&Q. The numerous side-road crossings make the process rather laborious, but at least there is now a more or less continuous route to Storforth Lane via Rother Washlands.



RUGBY CLUB LAND AT DUNSTON

In 2008, a planning application was passed for the construction of a new rugby ground on what was formerly agricultural land.



At that time, the Campaign commented on the application and suggested that the existing public footpath be upgraded to a cycle path, funded by the developer under a Section 106 agreement.

Towards the end of 2010, works started on the site of the proposed rugby ground at Dunston although what was originally assumed to be the beginning of the new sports ground now appears to be opencast coal extraction. This new activity prompted the Campaign to contact CBC to raise the subject of a path upgrade again. Their response outlined the reasons why this proposal was rejected in 2008

and why they still consider it to be inappropriate now:

- the Rugby Club were not prepared to fund new cycle routes throughout the local area.
- because of the absence of appropriate routes in the area it was considered that the issue of a proper network would need to be considered outside of the planning application process.
- if it were to become a shared route it would need to be widened to 3.6 metres and surfaced with the resultant impact on its character which would change significantly from the existing rural field

edge path and compromising its existing natural appearance.

When the planning authority has powers to compel developers to invest in sustainable transport infrastructure, it is frustrating to see them apparently choosing not to exercise those powers and surprising that the developers were able to refuse to fund a path upgrade.

There are other cycle routes in the area and, contrary to the objection, this path would have provided a valuable missing link between the cycle lanes on Racecourse Road and the shared path and subway

Section 106 Explained The Town and Country Planning Act allows for the Planning Authority to negotiate terms, called Section 106 agreements, with the developer to offset the impact of major developments on the wider community. To give one example: where a development will impact on traffic levels, improving cycling and walking conditions in the vicinity can be one way to address them. This may take the form of directly constructing new facilities, or making a financial contribution to a larger scheme.



leading to Sheffield Road. Indeed, the original 2008 application identified the Racecourse Road facilities when demonstrating that the ground was accessible by non-car modes.

Very little of the original rural character is left – the path is bounded by offices units on one side and open-casting on the other. Even when the land becomes a rugby pitch, it no longer has the character of the

original field. The path is already partly surfaced by tarmac and concrete so laying a wider Toptrek surface will have minimal visual impact compared with what has preceded it. Although a width of 3.6 metres would be very desirable, there are currently no local recommendations to build shared paths that wide.

All in all, another disappointing outcome.

CSN CYCLING SUB-GROUP

The Community Sport Network now has a cycling sub-group and its first meeting took place in mid-November. Despite the name, there is an agreement that everyday transport cycling should be promoted too.

The participants consisted of representatives from Chesterfield Cycle Campaign, Chesterfield Borough Council, the Primary Care Trust and Derbyshire Sport.

Alastair Meikle suggested various events to promote cycling to the public but these got a rather tepid reception. Some members were keen on staging a SkyRide but, given costs in the region of £250,000,

it's unlikely that such an event would be funded in Chesterfield.

They were, however, interested in funding the first print run of our Chesterfield Cycle Map with a view to giving them away rather than selling them.

The cycle audit and Underground-style map were also very enthusiastically received and there may be funding available for extra signing.

The PCT thought that last year's Film Festival went very well and have already started making arrangements for a repeat event at the library this year. They

intend to lead it this time, but the Campaign will still be involved and further meetings are needed to establish details.

PATH UPGRADE STILL GOING AHEAD

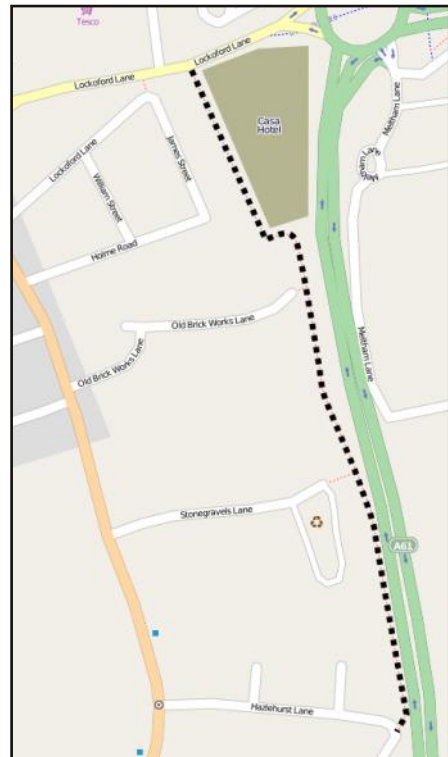
In November we heard from DCC that they had a more accurate costing for the upgrade to the public footpath between Hazelhurst Lane and the Casa Hotel on Lockoford Lane.

Unfortunately this had risen from the original estimated £80,000 - £100,000 to something in the region of £130,000 and will impact on the number of other schemes that can be completed within the available budget.

There was also initial concern that the high cost for a single cycle scheme would attract further scrutiny.

Then, in December, we received more bad news - the engineers reported that a further £70,000 will be required in order to close one lane of the A61 during the works and build a retaining wall, taking the total cost up to around £200,000. However, funding has still been agreed, with some money redirected

from elsewhere, and the path upgrade will definitely be going ahead.



THANKS FROM PEDAL PEAK DISTRICT

Pedal Peak District is a project run by the Peak District National Park Authority which aims to encourage more people to get out cycling.



There is lots of information on their website at www.pedalpeakdistrict.co.uk, where you can also log your cycle journeys, set goals, challenge friends and win prizes.

A new series of ride leaflets is being developed and, shortly before Christmas, Campaign members were asked if they could test some of the rides and provide feedback on the routes

and the information provided.

Carol Parsons, from the Authority, has been in touch with us to thank everyone who participated for their help and the Campaign will get a credit on the leaflets for its contribution.

She also gave us an update on the progress of Monsal Trail improvements:

"As part of the Pedal Peak District Project funded by Cycling England we are producing a new cycle loops leaflet and associated web pages in conjunction with Visit Peak District.

The leaflet is to be called Pedalling the Peak District – nine journeys of discovery by bike - with routes ranging between 9 and 28 miles. They are designed as relaxing day rides for reasonably fit riders. The printed brochure, web pages, downloadable PDF and .gpx routes will be launched this Spring. They are all OS mapped and mainly on quiet lanes with some sections of traffic free trails, so suitable for road/hybrid bikes.

We would like to thank Chesterfield Cycle Campaign members who have assisted in the development and checking of these routes.

As you may know a major part of this project is improving the existing Monsal Trail between Bakewell and Wye Dale by opening new sections through the tunnels for cyclists to use.

From Monday 7 February, until mid March, a section of the Monsal Trail, from Upperdale to Monsal Head, will be closed temporarily to ensure public safety while work is carried out to re-open four former railway tunnels. The new route through the former railway tunnels is expected to open to the public in May or June.

We would like members to be the first to know of any developments so please keep in touch:

- 'Friend' us on Facebook and contribute to discussions about cycling in the Peak District
[www.facebook.com/
PedalPeakDistrict](http://www.facebook.com/PedalPeakDistrict)
- Follow us on, Twitter and Flickr
twitter.com/pedalpeak
[www.flickr.com/photos/
pedalpeakdistrict/](http://www.flickr.com/photos/pedalpeakdistrict/)



CBC MEETING

On 23rd November, the Secretary met with Chesterfield Borough Council Leader Ray Russell and Ian Openshaw, Lead Member for Sustainable Communities and Climate Change, to discuss cycling in Chesterfield and various ways that CBC could contribute to promotion and improving conditions for cyclists in the town.

Top of the agenda was a discussion about planning.

There have been a number of developments where the Campaign feels opportunities to improve cycling through the planning process were missed.

Where cycling has been considered, then the provision has often been poorly thought out, making it difficult or impossible to use – Tesco on Lockoford Lane is the prime example here. The general impression given is that planners have little idea about how to implement good cycling facilities, and don't consider it to be a particularly important aspect of development.

The situation has also been compounded by communication problems, where consultations have not been received or queries have not been responded to. Ray Russell

described the lack of responses from officers as unacceptable.

There was a long discussion about parking problems in the town centre. Alastair Meikle raised long-standing concerns about racks being blocked by market traders and street furniture. Ian Openshaw promised a study of all furniture in the town centre giving the Campaign opportunity to comment. Other than speaking to the market manager, it appears little can be done about stalls encroaching on bike racks.

We may be able to get some signposting improvements to and Alastair will be contacting the Tourist Information Centre to get parking included on the next edition of the town map.

The subject of events was raised and CBC were invited to get involved, particularly with the next Film Festival in June and

Car Free Day on 22nd September. It was agreed that the Campaign will hold an event at the Town Hall in September.

Cycle infrastructure standards, intended for discussion at this meeting, were deferred to the new Cyclists' Forum.

CYCLISTS' FORUM

Following a considerable amount of negotiation, early February saw the first gathering of the new Cyclists' Forum. This initial meeting was attended primarily by invited officers from a wide cross-section of organisations including DCC and CBC, Sustrans, Trans Pennine Trail, Chesterfield Royal Hospital and other official bodies. Some Campaign members also came along. The aim was primarily to foster a positive atmosphere and introduce the various organisations to each other. It's intended that future meetings will include a greater proportion of ordinary cyclists.

Various speakers made presentations to the audience:

The Campaign gave a short history and outlined its plans to continue working with local Councils and other bodies to promote cycling as a means of local transport.

The Royal Hospital described the work it has done to encourage cycling, including setting up the Cycle to Work scheme, installing bike racks and improving routes through the Hospital site.

Choose Cycling, a South Derbyshire based group promoting cycling and green travel, highlighted the success of their Active Travel Challenge which pitted organisations against each other to see who could get the most staff to walk, cycle or jog more.

Alastair Meikle proposed a short set of cycle infrastructure standards to be adopted locally, which were discussed and amended. The hope is that these will be adopted at the next Transport Users' Advisory Group.

Finally, a short film illustrating the cycling conditions and high share of cyclist in Copenhagen was shown and well received.

SNOW CLEARANCE PRIORITIES

During the snowy weather in December, the Campaign and some individual members contacted both DCC and CBC regarding snow clearance and de-icing on pedestrian and cycle routes.



With Councils initially overwhelmed by the sheer volume of snowfall, vast numbers of people turned to walking in order to get around during those first few days.

Whilst we don't dispute that road clearance is important to ensure that essential services are

still able to function, long after the roads were cleared many paths were still covered by dangerous sheer ice that was virtually impossible to walk or cycle on.

Alongside roads, one unsatisfactory solution was simply to walk on the salted

road surface, but there are several major pedestrian and cycle routes around the town that don't run alongside roads so this isn't possible.

Each Council claimed that responsibility lay with the other, with the outcome that requests for gritting in specific areas were ignored. Enormous effort was put into clearing car parks and the marketplaces, attracting shoppers back into town even

though many were unable to use the buses, footpaths or cycle routes and leaving them with virtually no other no option but to drive there.

The Campaign has criticised this state of affairs and urged a little more balance when assessing treatment priorities, to take into account the transport needs of Chesterfield's whole population, rather than just its motorists.

LIDL AND MATALAN PROGRESS

Following the report in the last newsletter, there has been some progress with the issues of bike parking at Lidl and Matalan.

To briefly recap, Lidl carried out some development works, replacing Sheffield stands with inferior butterfly stands and severing the link with the Holmebrook Valley Trail.

Matalan has converted the former B&Q garden sales area into an extended car park without providing the percentage of cycle parking that would normally be required with planning permission.

Chesterfield Borough Council have chased up these issues

with the respective developers and reported back.

Matalan has now submitted a retrospective planning application for the car park but there is still no provision for cycle parking. We expect that any permission granted will impose this condition upon them.

Lidl have agreed to provide Sheffield stands and reinstate the ramp onto the Holmebrook Valley Trail.

LOCKOFORD LANE PROGRESS

Work on the new industrial estate on Lockoford Lane is now underway, and the developers have applied to have some conditions relating to cycle access removed from their planning permission.

On closer examination of their request, the cycle measures they plan to implement do seem rather pointless comprising just a 1 metre wide, painted on-road cycle lane on just one side of the entrance road. The original information we received about this scheme from the CBC Planning Department said that “the report and conditions justified the need to provide a proper cycle and pedestrian link from the TPT up Lockoford Lane to the cycle parking facility on the site”. Following a site visit by councillors, this was subsequently watered down.

The Campaign has previously expressed concerns that the increase in commercial traffic will put Trans Pennine Trail users crossing Lockoford Lane, or cycling along it, at risk. Just before Christmas, Secretary Alastair Meikle and member Paul Balderson met up with representatives of both CBC and

DCC to discuss what could be done to improve safety here.

The meeting started off positively with suggestions of a raised table across Lockoford Lane, but this was countered by CBC who said that the developers wouldn't pay for anything like that. There was also some confusion from CBC about why cyclists should be crossing the road at all, when they could use the path under the bridge – they were soon provided with clarification about the pedestrian-only status of this section of path!

On the proposed cycle lane, CBC agreed that it wasn't very good and was potentially dangerous. Alastair suggested that perhaps it should be abandoned and the developers asked to fund a shared path up Lockoford Lane instead, but apparently they won't pay for that and are trying to avoid as much as possible. It seems that although CBC

potentially have the power of enforcement, in reality there is little they are prepared to do.

DCC stepped in with an offer to cost up the traffic calming measure and shared path, and look at possibly funding it next year. Unfortunately, this would

mean that the very limited cycling budget will be depleted by a project that should have been funded with other money.

*Planning applications:
CHE/09/00524/FUL and
CHE/10/00741/REM1*

MAJESTIC WINE, BRAMPTON

A 'Majestic Wine' is being built on the triangle of land where Chatsworth Road meets Wheatbridge Road.

Unfortunately the consultation documents were overlooked at the time and the application was passed last year without any cycle parking being included, despite the site being in close proximity to both the Holmebrook and Hipper Valley Trails.

has written to CBC asking if conditions for cycle stands could be included automatically without the Campaign having to request them for each application individually.

*Planning Application ref:
CHE/10/00142/FUL*

Simon Redding wrote to the developers in February, drawing attention to the nearby cycle routes and asking if they would consider including parking.

Their reply was encouraging and, if the tenancy agreement allows, they are willing to look into incorporating bike stands when the development reaches that stage.

On a related note, the Secretary

Welcome to New Members

- Jenny King St. Augustines
- Jess Parish Brockwell



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www.vernonbarkercycles.co.uk



TPT COMPLAINTS AND CLOSURES

The Campaign has been receiving complaints about the current condition of some sections of the Trans Pennine Trail, which are extremely muddy.

The worst affected places are currently:

- The site of the forthcoming Staveley Town Basin
- Between Mill Green, Staveley and Hollingwood
- Between Bilby Lane and Bluebank Lock

The area at Staveley is now closed for development of the basin, so hopefully we should see a vast improvement to this part of the route once it reopens. The other problem areas have been raised with Derbyshire County Council.

The reply from Gemma Gregory, Couttryside Service,

explained that although they were aware of the problems, limited financial resources meant that they can only tackle one area at a time.

The worst affected areas are already in line for improvement (see below for forthcoming work). It's also hoped that funding can be obtained to tackle Hollingwood Lock to Mill Green in the next financial year, 2011-12.

There are no current plans for Bilby Lane to Bluebank Lock although they will see if anything can be done to improve drainage in the short term.

CLOSURES

There have been some recent closures for maintenance work on the Trans Pennine Trail, and there will continue to be a series of disruptions over the coming months. This is a summary of the latest activities:

- January 2011: The path was closed for urgent repairs between Lockoford Lane and Station Road at Brimington following a small canal bank collapse, and has now re-opened.

- February 2011: Short closure at Hollingwood going east from Works Road for the short 'double route' section towards Mill Green. The Canal Partnership has negotiated an alternative route.
- Until late March 2011: Resurfacing works from Bilby Lane to Dixon's Lock, scheduled to start late February.
- Until April 2011: Continuing closure at Hollingwood Lock for the redevelopment of the lock house.
- Until late Summer 2011: Closure from 21st February at Staveley Town Basin for the site works. A diversion route will be signed on the ground.

CAMPAIGN FOR STRICT LIABILITY

Cyclenation is asking all its member groups to write to their local MPs to demand legislation on Strict Liability within the term of government of the present administration.

A suggested letter is available at www.cyclenation.org.uk/news.php#506. The letter itself hopefully explains what Strict Liability is all about, if you are not aware of the concept and a further description is available at http://en.wikipedia.org/wiki/Strict_liability

Some groups, for example Bristol, are asking one member a week to write to their MP thus

Email: toby.perkins.mp@parliament.uk

Tel: 01246 368268

Write to: 113 Saltergate, Chesterfield, S40 1NF

ensuring a steady dripfeed of letters. However, even one letter, especially if it refers to local issues, may have an impact.

Please let CycleNation know if you have written a letter, and especially if you get a response, via secretary@cyclenation.org.uk.

You can contact our local MP, Toby Perkins as follows:

CYCLING EMBASSY OF GREAT BRITAIN

A new national cycling campaign group is being formed which aims to take a different approach to cycle promotion from the established groups like Sustrans, CTC and British Cycling.

The Cycling Embassy of Great Britain takes inspiration for its name and policies from similar organisations in Denmark and the Netherlands, countries that have proven very successful in raising transport cycling to significant levels.

The most notable difference is its views on fully segregated cycle infrastructure, which it sees as one of the significant factors in promoting feelings of safety amongst the broadest cross-section of people.

Anyone accustomed to the conventional 'British infrastructure', with its widespread use of shared paths and giving way at every junction, may initially be horrified by this stance. However, in many parts of Europe (and, increasingly, across

the world) they design routes and facilities which genuinely prioritise the cyclist and offer the kinds of journey speed and convenience that we can only dream of here.

Certainly it seems to be a strategy that works: over one third of journeys under 7.5 Km, and almost one fifth of all journeys of any length, in the Netherlands are made by bicycle. Copenhagen, which has the most extensive infrastructure in Denmark, has a similar proportion of cycle journeys.

Another notable difference is the wide cross-section of people who cycle which includes high numbers of children, women and older people. Indeed, it's not unusual for children as young as eight to cycle independently to school in the Netherlands, something that would seem shocking to many parents in the UK.

The new Embassy is building up to its official launch on 1st April. In the meantime, you can find out more by visiting the website at www.cycling-embassy.org.uk.

THIS YEAR'S EVENTS

As usual we have a number of cycling events planned for this year, some of which are still in the planning stages and may change nearer the time. We always need volunteers so please let the Secretary know if you can help out. We're also running short of people to plan and guide rides - if you would like to see more Campaign-led rides we desperately need your help so please get in touch!

Monday, 2nd May: May Day stall and participation in the parade

BIKE WEEK 18TH TO 26TH JUNE

Saturday, 18th June: Dr Bike at Holmebrook Valley Park Country Fair

Saturday, 18th June: PCT event at Chesterfield Library - details yet to be finalised

Other Bike Weeks events are yet to be arranged

Sunday, 24th July: Inkerman Buzz/Lunch

Thursday, 22nd September: European Car Free Day. Stall and display in the Town Hall

Saturday, 24th September: Green market in the town centre and Campaign stall

POLICY & FINANCE

Chair: Joe Clark

Vice Chair: Chris Allen

Secretary: Alastair Meikle, 01246 520820
secretary@chesterfieldcc.org.uk

Treasurer: Phillip Leedham

Committee Member: Barry Kay,
01246 555943

MEMBERSHIP & PUBLICITY

Membership: Pam Kay, 01246 555943

Website: Robert Kirby
webmaster@chesterfieldcc.org.uk

Newsletter: Nicola Peck
newsletter@chesterfieldcc.org.uk

Publicity: Simon Redding
comms@chesterfieldcc.org.uk

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 8th March, 12th April, 10th May and 14th 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.