

CHESTERFIELD CYCLE CAMPAIGN



CAMPAIGN UPDATE

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Cycle path in London

www.chesterfieldcc.org.uk

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CAMPAIGN CHAT

After reaching peak **membership** of around 320 cyclists, our numbers have started to dwindle again. April and May 2010 were particularly bad with 21% and 25% respectively of people who should have renewed in those months failing to do so.

Please help us by returning your renewal form as soon as you receive it, or alternatively contact the Membership Secretary, Pam Kay, for details about how to pay by standing order. We are also urging members to publicise the Campaign by displaying posters in workplaces and social venues to raise awareness of our work. A poster is available to download from our website at: www.chesterfieldcc.org.uk/node/71

Following the success of our **Bike Week film festival**, we proposed a film showing at Chesterfield Borough Council to celebrate World Car Free Day on 22nd September. After an initially positive reception from Councillor Ray Russell, a lack of ongoing replies to our emails about making further

arrangements led to us being forced to drop the idea.

In early September, the Secretary met with DCC at the junction of **Newbold Road and Littlemoor** to discuss plans to remove the roundabout and replace it with traffic lights.

Some sort of cycle slip lane seemed to be a good idea for cyclists going out of town on Newbold Road. However, there are various services at the side of the road which means the pavement can't be moved to provide enough road width. In addition, there are will be pedestrian crossings on each leg and it isn't safe to have uncontrolled cyclists when the pedestrians are given green lights.

The outcome is that there will be advanced stop boxes on all legs and we might get a cycle lane marked on the road from the Highfield Lane roundabout down to the new lights. All in all, not a particularly satisfactory outcome but the Secretary considered it a salutary lesson in practicality!

The latest **Community Sport Network** meeting was held on 27th September. The Secretary has been co-opted onto the new cycling sub-group and asked to bring any ideas to their first meeting which is yet to be arranged.

Next summer, the Campaign hopes to organise an interesting cycling competition but details won't be revealed until further progress is made in enlisting partners and raising funding!

In the meantime, if any members can suggest any new ideas for raising the profile and participation of cycling in Chesterfield, please get in touch with the Secretary. Remember that the Campaign tends to focus more on cycling as transport and less on sport cycling which is amply catered for in this area by the Spire and Bolsover Cycling Clubs.

Also at the meeting, there were some cycling statistics being bandied about as a result of a telephone survey by Sport England. We believe they are misleading as they are sport-orientated and disregard any cycle journey under 30 minutes long - precisely the sort of

journey that can make a difference to local transport. This isn't a problem if the figures are used only for sports planning but they are being presented as a survey of cycling.

Yet another meeting on 29th September; this time a **DCC Cycle Liaison Meeting** with one or two interesting items on the agenda.

Plans to continue the Hipper Valley Trail all the way to the railway station are still progressing slowly. Proposals are currently being drawn up for a cycle track to run alongside the railway track where the bridge crosses Hady Hill.

We have been asked to draw up a list of locations where cycle tracks require maintenance, so if you have anything to report please let the Secretary know.

DCC have now adopted Nottinghamshire County Council's cycling design guide.

You can download the guide from NCC's website at: www.nottinghamshire.gov.uk/home/environment/countryside/cycling/oe-cyclingdesignguide.htm

The **Chesterfield and N.E.**



New junction of Eastside Road and Brimington Road North

Derbyshire Countryside Access Meeting in September didn't contain very much of interest relating to cycling although it appears that there is some money to resurface a bit more of the Canal towpath path from Bilby Lane going east towards Dixon's Lock.

A question was raised about whether that was the most urgent bit to repair because the section after Hollingwood Lock (towards Mill Green) is also in poor condition, but there was uncertainty about whether it would be possible to change the plans. At the moment, we don't know when the start date might

be but will report it on the website and in the newsletter when more details emerge.

The **Riverside** route through the estate behind the railway station has long had a problem with parked cars obstructing the road crossing at Wain Avenue.

DCC have now put down double yellow lines and members have been in touch to let us know that that this has made a big improvement to the usability of the route.

Work has been taking place to modify the junction where **Eastside Road joins Brimington Road North**. Although paid for

by a developer, DCC have requested that the short section of new pavement should be 3 metres wide to accommodate cyclists. The plan is to eventually continue this cycle lane along Brimington Road North so that it connects with the roundabout. Given the substantial width of highway available here we have suggested that a Copenhagen-style segregated lane might be suitable. DCC have agreed to consider it as an option but the final design will depend on what can be realistically achieved and financed. The Campaign will have the opportunity to give feedback on the plans when they are available.

Derbyshire County Council has sent us details of the creation of a shared path between **Redvers Buller Road and Lord Roberts Road**. They intend to sign a shared route from here along the footway to St John Ambulance. This will create a mainly off road route from Markham Road/Skatepark area/Queen's Park to Storforth Lane.

More recently, we've also received plans for the upgrade to the footpath which leads from

Hazlehurst Lane and emerges onto Lockoford Lane beside the new Casa Hotel. As yet, we don't have any information about when DCC is aiming to start work here.

Tesco and Tapton Lock area: with the addition of dropped kerbs and the signing of an additional shared path we seem to have got as far as we can with the Tesco area. The Campaign believes that a huge opportunity was missed here for good cycle infrastructure. Some of you may recall that the head of planning at Chesterfield Borough Council has previously remarked that he believes cyclists have been well provided for. CBC planning officers and councillors have never responded to a request for an on site meeting.

The area around the skatepark between **Park Road and B & Q** remains a problem. The fence has been removed, allowing access along the track, but the surface is poor and undergrowth needs cutting back. The problem is that the owners of the land are in receivership and CBC and DCC will not adopt the land until the area is finished so it remains in



New cycle path on Dunston Lane

limbo. Do any members have suggestions for how we can improve this situation?

Work has started on the new car showrooms off **Pottery Lane**. This should create a shared route leading to the banks of the River Rother. For now, it will go no further, although there is the hope that it may eventually be possible to create a link right through to Tapton Lock.

A member has reported that some racks that were useful to park your bike have disappeared from outside the **Spar on Newbold Road**. The Secretary has asked CBC and DCC to find out what has happened.

Following a report of problems from one of our members, DCC will be looking at the traffic light sensitivity around the junction of **Church Way and St. Mary's Gate**.

They have also informed us that, as part of ongoing upgrades to the Chesterfield Cycle Network, they will soon be replacing the Traffic Signal Controller here and installing advanced stop boxes with infra red detectors on Church Way and Spa Lane.

The **Campaign AGM** took place in October and included nominations and elections for committee members. Everyone standing was elected unopposed

and a list can be seen in the October meeting minutes on the website. The Secretary then presented a summary of the key points of the past year.

As part of other highway works to improve safety on **Dunston**

Lane, the footway has been widened between Newbold and its junction with Dunston Road. Shared Route signs are also in place indicating its new status as a shared pedestrian and cycle path.

PARKING ON PAVEMENTS

The obstruction of cycle tracks by parked cars has been an ongoing problem across Chesterfield and previously it has always been thought that nothing could be done about it.

Highway authorities do not have powers to take action against driving on footways and there is currently no general offence prohibiting parking on footways, where there are no waiting restrictions.

However, an interesting legal detail regarding parking on cycle tracks (rather than footways) has been unearthed by the 'Pedestrian Liberation' blog. The Road Traffic Act 1988 (Section 21) states, "any person who, without lawful authority, drives or parks a mechanically propelled vehicle wholly or partly on a cycle track is guilty of an offence." This is also confirmed by rule 240 of the

Highway Code: "You **MUST NOT** stop or park on a cycle track." The definition of a cycle track is any track that allows cycling and also a shared pedestrian/cycle route, but not one that allows any motorised vehicles.

This legislation would appear to mean that the police already have powers to fine drivers who park on cycle tracks. The Secretary will follow this up with our local police force, and also the Council's civil enforcement officers to make them aware of this cycle-specific detail and see whether anything can be done to address parking issues.

<http://pedestrianliberation.wordpress.com/>

DERBYSHIRE CYCLING BUDGETS

We've received information from Derbyshire County Council about the budgets available for various cycling schemes, or traffic schemes that have a cycling component to them. Many of them are local to Chesterfield, but the list also includes projects across Derbyshire.

1. Development of the Strategic County Wide Cycle Network. This budget is used for off-road paths all over the county - £110,000
2. County-wide improvements to footpaths and multi user trails in support of the Rights of Way Improvement Plan - £200,000
3. Tibshelf and Blackwell area. Trails crossing points linking Five Pits Trail to Silver Hill Trail (phase 2) - £30,000
4. Pleasley and Elmtun area – Crossing points for Archaeological Way (match funded) - £30,000
5. Killamarsh – A contribution to Sheffield City who are implementing a Sustrans Connect2 scheme for a cycleway and new bridge in Derbyshire – £150,000
6. Newbold Road and Littlemoor area in Chesterfield. Traffic signals and associated cycle facilities will replace the existing mini roundabout – £130,000
7. The Green and Hasland Road area in Chesterfield. New traffic signals to be installed which may include advanced stop lines – £80,000
8. Peak Forest Tramway. Conversion of footpath to multi user green way – £30,000
9. Chesterfield cycle improvements. A range of schemes identified by last year's cycle audit. As many schemes as possible will be built from the following list until the available budget is spent – £177,500
 - (a) Shared pedestrian and cycle path from Hazelhurst Lane to Lockoford Lane at the side of the Casa Hotel. Estimated to cost in the region of £80,000 to £100,000 although a

preliminary inspection of the site has revealed that Japanese Knotweed is present and may be costly to remove.

(b) Widening the A61 Derby Road between Lord Roberts Road and Redvers Buller to create a shared foot and cycleway. Estimated at £20,000.

(c) Routes from Church Lane to St Mary's Gate and Markham Road to South Street to improve links to the town centre and railway station. Estimated to be £50,000 although more than £30,000 is already available from the previous financial year.

(d) Traffic calming on Park Road to improve safety for cyclists using the Hipper Valley Trail and crossing between Queens Park and the B&Q site. Estimated at £7,000.

(e) Whittington Moor between Pottery Lane and Whittington Moor roundabout. Improvements to paths to create a quiet route running parallel with the main road. Estimated at £25,000.

(f) East Side Road to Whittington Moor Roundabout along

Brimington Road North. A shared path and cycle refuge crossing point intended to complement the facility being built as part of the redevelopment of the former Pearsons Pottery site. Estimated at £20,000.

Although funding has been secured for this financial year, the actual construction of these schemes may run into next year.

Where possible, small amounts of money may also be available for minor projects such as signing and cycle stands.

Welcome to New Members

- Simon Pridden, Brampton
- James Raymond-Barker, Stretton
- Jane Reed & family, Brampton
- Julie Morby, Spital
- Sally & Luis Barnsdale, Loundsley Green
- Simon, Alexandra & Henry Chalk, Ashgate

EAST MIDLANDS CYCLE FORUM

A few members of the Campaign attended the EMCF meeting in Nottingham on 2nd October.

After listening to several speakers and having lunch they set out on a ride around the 'Big Track' enjoying a stop at the Boathouse Cafe at Beeston Lock. On returning to the city centre they visited the new secure bike compound at the railway station. The next meeting is provisionally arranged for the 12th or 19th March 2011 in Leicester.

The day's itinerary in detail was as follows:

- Presentation by Helen Ross, Senior Public Health Manager, The Directorate of Public Health and Social Care East Midlands GOEM (Government Office for the East Midlands), Nottingham.
- Presentation by Matt Easter, the Regional Director for Sustrans in the East Midlands.
- Discussion on the future of the EMCF and new convenor and coordination arrangements.
- A ride in the afternoon on the 9-mile Big Track route covering upgraded canal- and riverside paths on the north bank of the Trent between Trent Bridge, Nottingham Station and Beeston Lock.
- Short briefing about the Sustrans / Cycling England / Nottingham City Council / Ridewise 'UCycle' Higher Education Project from Joanna Ward, the Project Director.



TPT CLOSURE UPDATE

Hollingwood Lock House

In late September, work began on the old lock house renovation and extension at Works Road in Hollingwood. The building is due to be handed over to the Canal Trust on 1st April 2011, although further interior work means it won't be open until at least June or July.

The original aim was to keep the towpath open where reasonably possible, but the building is so close to the path that this has proven to be impossible. The diversion route is from Dixon's Lock, along the path by the Ringwood Centre, left down

Station Road then onto Works Road or vice versa. Signs should be in place, but be aware these often get turned or removed. There is a link to the map on our website: www.chesterfieldcc.org.uk/node/542

Staveley Town Basin

A start date for the works here still hasn't been agreed upon, although the target is still to have the basin completed by the end of March 2011. Once work begins, it will require closure of the Trans Pennine Trail; as yet, the diversion route hasn't been determined.



ACTION AROUND LOCKOFORD LANE

The Campaign has raised concerns about the perpetually unkempt condition of the Tesco roundabout underpass and around the nearby Lockoford Lane railway bridge.



Although the cycleways were still technically passable, the overgrown vegetation had been making it look extremely untidy and partially obstructed the paths.

After some initial uncertainty over whose responsibility it might be it seems that the roundabout, at least, should be maintained by DCC. Since we highlighted the issue the path has now been tidied, effectively doubling the usable width.

The railway bridge area of Lockoford Lane is less clear. It

was formerly the responsibility of DCC but since being blocked to make way for the A619 Rother Way this has reverted back to the original landowners who are unfortunately unknown.

Near the entrance to Tesco, Derbyshire County Council are moving a fence that creates a bottleneck near to the toucan crossing. At the moment, we're not sure how much extra space will be created because the works are restricted by a number of underground services, but we're confident that anything will result in an

improvement over the current situation! They are also looking at whether a street lamp can be moved, but overhead cables may be a problem here.

On a related note, we have been told that the track passing Tapton Lock Visitor Centre is due to be refurbished soon, which is good news.

THE PEARSON BUZZ, 18TH SEPTEMBER

At this smaller version of July's Inkerman Buzz, the Campaign ran a stall at the Pearson Recreation Ground, Old Hall Road, in Brampton.

Whist not attended by the number of people seen at the earlier Buzz there was sufficient to give a good 'village green' atmosphere with the Brampton Band, apple pressing, local history, environmental and Fair Trade exhibitions.

A character in the uniform of a First World War infantry soldier wandered around and talked and demonstrated his WWI equipment. A music workshop was in evidence, as well as a presentation by Madam (vegetable) Zucchini. Hot food was prepared and served by Campaign and Transition Town members working together.

This 'Buzz' is recognised by Chesterfield Borough Council as a new Community activity, and was visited by the Mayor and

Mayoress, Councillor and Mrs Morgan.

The Cycle Campaign stall was run by Barry Kay, Charlie Streather and Paul Eyre. Paul fulfilled his role as 'Dr. Bike', nobly assisted by Charlie. Various bicycles and a trailer had been brought along for inspection and attention. The Campaign made good sales of various items, particularly Chesterfield Cycle Maps. Four new members joined the Campaign on this day.

The weather, although windy, remained fine, and a good day was had by all.

Many thanks to Alastair and Michelle Meikle for their work on this project which included the hounding of DCC and CBC for funding! *Barry Kay*

REDEVELOPMENT AT LIDL

Several members have expressed concern that recent redevelopment at Lidl, off Chatsworth Road, has led to the loss of valuable cycling facilities.

The store's proximity to the Holmebrook Valley Trail makes it a useful stop-off. A handy ramp allowed cyclists to ride right up to the Sheffield stands without needing to dismount or impeding pedestrians.

As work has progressed, it seems the old Sheffield stands have now been replaced by butterfly racks, which are widely disliked because they provide inadequate support for bikes (hence their common nickname, 'wheel-benders') and make it more difficult to lock them securely.

Not only that, but it also appears that locked bikes will stick out into the car park making them vulnerable to damage.

If we'd been consulted on this planning application, you can be sure that we would have objected to the changes that are being made. However, this is another occasion where the Campaign was not sent the relevant documents to be able to

participate in the consultation process.

The Secretary has been pursuing the issue and, now that we have finally had sight of the plans, it appears that nine new Sheffield stands were originally proposed and have somehow disappeared from the final scheme.

Chesterfield Borough Council has responded to our concerns by contacting Lidl to highlight the breach of planning consent.

They have requested that the promised cycle parking be installed as soon as possible, or risk further action being brought against them.

Thanks must also go to the many members who raised their individual complaints directly with the Council. Your efforts help to emphasise the strength of feeling over these issues, achieving a more successful outcome than if the Campaign makes its formal complaint alone.

MATALAN OCCUPIES OLD B&Q SITE

Matalan has now taken over the old B&Q site on Chatworth Road and the new store opened at the end of October.

As part of the refurbishment, the old garden centre area has been converted to 22 new car parking spaces. We highlighted this with the Council and expressed concern that the works had been carried out without planning permission.

The situation is not clear cut because the new car park occupies an area that was already hardstanding and therefore does not clearly constitute 'operational development'. However, the fact that they have added lighting, kerbing and new surfacing may be enough to tip the balance.

In any case, even if planning permission were required, they would only be compelled them to install just one cycle parking space (five percent of the new car parking).

It may be that the best solution is to contact Matalan and try to persuade them that encouraging cycling customers will be good for business.

At the November Campaign meeting, the Committee agreed to approach Matalan and offer to pay for a Sheffield stand if they would agree to install it.

DECEMBER SOCIAL MEETING

Crispin Inn, Ashgate Road, Thursday 16th December from 7.30pm

If anyone would like to order food, please contact the Secretary on 01246 520820 as soon as possible, otherwise just turn up for drinks and friendly conversation! Brampton Community Band will be providing the entertainment for us again.

This replaces the usual monthly meeting at the Market Hall.

CYCLE-RAIL TO CORNWALL

If you've ever thought that long distances were too difficult to travel by bicycle, think again! By making use of public transport and the vast resources on the internet, with a little help from some sociable fellow cyclists, you can reach just about anywhere! Our Secretary, Alastair Meikle, tells us about his latest cycle-rail journey.



A segregated cycle track in London

"Last month I had to make a trip to Cornwall. Having explored using the Cross Country direct train service I decided to use the Night Riviera sleeper service via London both ways. This option left me to use my Brompton at either end and cycle across London between St Pancras and Paddington. Luckily I had a copy of the London cycle map

and worked out a route. As I arrived in London at 7.45pm I was slightly apprehensive, I had memorised the first bit of the route but knew there was some map reading to do as well.

Out of St Pancras I navigated to the side of the British Library but in the distance I saw left

turn only when I needed to turn right. I needn't have worried - a cycles only right turn was just the start of various cycle friendly measure I encountered.

Various small cycle cut throughs and quiet streets brought me to the highlight of the ride. A protected two way cycle route alongside a road. At some junctions cyclists even had their own lights which changed to green a few seconds before the main lights.

The sheer number of cyclists was uplifting although it meant you had to have your wits about you! Lots of 'Boris' bikes - very

distinctive with their twin rear flashing lights and horizontal row of LED's at the front.

I had been riding with a loose group who seemed to be going in the same direction. Seeing me with a map one asked me where I was going, 'Paddington' I replied, instantly a couple of cyclists said they were going there too. So map no longer needed!

Sleeper passengers can wait in a lounge. Free drinks, biscuits and snacks plus newspapers. On the train I had a single room which is small but contains a bed, a wash basin, luggage space and a



The Night Riviera sleeper train at Penzance



Pontoon providing a diversion around path works

TV with various recorded programmes. There is a lounge coach in the middle of the train which serves food and drink. The folded Brompton fitted neatly in the compartment.

An hour before arrival in Penzance (at 08.00) a knock on my door brought coffee and croissant. On arrival I cycled Sustrans route 3 which runs past the station and along the sea front to Newlyn.

On the return journey I had longer in London and had more chance to explore so I went through Hyde Park and past Buckingham Palace on cycle routes then worked my way

back up to St Pancras, all rather easier in daylight!

I had heard that the path alongside the Regents Canal near Kings Cross was being resurfaced and there was a diversion along a pontoon bridge so went to have a look. You can see in the photo the length of it and it shows the importance of cycle routes. Incidentally this is a great (daylight) route between St Pancras and Marylebone.

Folding bikes and trains - a great way to travel!"

Lots more travel information can be found at www.seat61.com.

OTHER LATE NEWS

Bolsover & District Cycling Club are running a bike security promotion at the moment and have kindly agreed to extend the offer to Chesterfield Cycle Campaign members.

The offers include discounts on cable locks and security marking. For now, security marking is only available at the club social meetings, but we hope to be able to extend the offer to our stalls in Chesterfield next summer, if we can get suitable volunteers. For more information, visit their website: www.bolsoveranddistrictcyclingclub.org.uk.

At Ravenside Retail Park on Markham Road, PC World has now moved into the Currys store. As part of the planning permission, the required Transport Assessment and Travel Plan mentioned that three Sheffield stands would be installed in close proximity to the main

entrance. The work to the store now appears to be complete but we have yet to see the appearance of the cycle racks. The Secretary has contacted CBC Planning to ask that this aspect of the provision is enforced.

Work has now started on **land at Dunston**, believed to be the site of the new rugby ground although currently resembling an opencast coal site. We had asked for the public footpath to be upgraded to a cycle track as part of the planning permission. After chasing this up with CBC we were told that the Rugby Club weren't prepared to fund the path upgrade due to the absence of other appropriate routes in the area. A surprising comment considering that they made reference to Racecourse Road's on-road cycle lanes when demonstrating the accessibility of the site by bicycle.

POLICY & FINANCE

Chair: Joe Clark

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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 16th December (social at the Crispin Inn Ashgate), 11th January, 8th February and 8th March.

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.