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Name

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**Chesterfield cycle Campaign supports the creation of a joined up network of cycle routes in and around Chesterfield with segregation from vehicles and pedestrians.**

**Do you support that statement?**

Yes

**We are interested to here your reasons.**

Joined up cycle networks are crucial to enabling mode shift from cars to bikes. Without enormous change to infrastructure provision for cycles we will not be able to meet our CO2 reduction targets as a nation. Alongside this air quality, public health, congestion and community cohesion all benefit from cycling infrastructure.

**Derbyshire County Council has almost completed a cycle route from the south of Dronfield to Tupton & the 5 Pits Trail and have recently consulted about creating an east west route from the Royal Hospital to Brookside.**

**Please let us know your thoughts about these two routes.**

Both routes are examples of how we need to operate as we move forward. I know many people who will cycle more and feel safer to cycle once the Brookside to Royal Hospital route is completed. I am sure the same is true for the Dronfield to 5 Pits route. I can't wait to use them both & I hope that work is programmed soon to extend and link them both across other areas of Chesterfield and the surrounding area.

**Both of those routes use the 'station link' walking and cycling path south of the railway station. Do you have an idea how many cycle journeys are recorded on that link daily?**

Between 75 and 150

**Do you agree in principle with reallocation of roads space to create safe cycling infrastructure?**

Yes

## Let us know why

Reallocation of road space for cycling has been shown time and time again to increase journeys made by bike. People who do not feel confident to use the roads take more journeys, parents are more likely to encourage children to ride using these routes. As noted above it is one of the principal tools in enabling mode shift from cars to bikes.

## **Do you already, or would you consider using a bicycle for local journeys around Chesterfield? Please let us know reasons why or why not.**

I ride my solo bike and my partner and I ride a tandem. I enjoy it, It is often quicker or as quick as driving for short journeys of a couple of miles to shops. It is of course much more environmentally freindly. My partner is not confident on roads and, like many people, only feels safe to ride alone in traffic free/ segregated environments.

## **Given a climate emergency can cycling play a local transport role?**

As noted above mode shift to cycling is a crucial tool in stopping fossil fuel use; the first necessary step in managing anthropogenic climate forcing. It I also a crucial long term adaptive measure as we work to bring the climate under control over the next few 1000 years. Without world wide mode shift we will fail to adapt.

## **Please let us know if you think any of these would be useful in Chesterfield from the list below:**

Bicycle hire at the railway station

Local cargo bike deliveries  
Build Staveley regeneration road

Secure bike parking in town centre

Free bike checks and basic repairs Free cycle maps

All new developments connected to cycle network

## **Anythink else you want tell us?**

New roads are problematic. They almost invariably lead to overall increases in traffic. Given the scale of development planned for Staveley this will happen here too and have knock on effects for Chesterfield and the surrounding area. Careful planning, new infrastructure, long term community engagement and long term well funded incentive schemes must be undertaken to facilitate permanent mode shift to cycling and walking for local journeys.