

CCC AGM All Welcome

The Campaign's AGM will be held upstairs at the Custom's House from 7:30pm on Wed. 3rd February. Food will be served.

We are at a crucial time, as we work to make the CDT a success and campaign for a Local Transport Plan 3 that develops a low carbon transport system. Come and hear our progress and help plan strategy for next year. If the agm is all the time you can manage, please come but if you help us out further please tell us.

Monthly Meetings
7:30pm on the first
Wednesday of the
month upstairs in
the Custom's House
Watergate Street

Join the Chester Cycling Campaign!

Name	
Address	
Post Code	
Phone	
Email	

If you are happy to receive your Cyclomania Newsletter by e-mail and to be notified of Campaign activities by email, please tick here:

- | | |
|--|--------|
| <input type="checkbox"/> Individual Membership | £5.00 |
| <input type="checkbox"/> Unwaged/Under 16/OAP | £3.00 |
| <input type="checkbox"/> Family Membership | £10.00 |
| <input type="checkbox"/> Life Membership | £50.00 |

Membership is valid until end of September during year of joining. Join after April 1st and your membership is valid until the end of September in the following year!

I enclose an additional donation of £ _____

I agree to this information being placed on an electronic database for Campaign purposes only.

Signed _____ Date _____

Please send completed form & cheque (payable to Chester Cycling Campaign) to:

Chester Cycling Campaign Membership Secretary
10 Balmoral Park
Chester
CH1 4BQ

Steering Committee

(enquiries@chestercycling.co.uk)

Secretary	Mary Gillie
Treasurer	Tom Walker
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Cyclomania

A voice for Chester cyclists



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LTP 3 for CWAC - The Campaign's Response

There is still time to send your views Following a presentation at the last of the content of the Local Transport meeting, the Campaign will send an Plan 3 (LTP3) for Cheshire West official response and request that the and Chester. The plan will be the Campaign is involved in developing backbone of transport planning for the plan in more detail.

the next fifteen years. You can fill in We will emphasise the need for an on-line survey at providing dedicated support for <http://www.cheshirewestandchester.gov.uk/PDF/20091001-LocalTransportPlanweb-v03.PDF> people to change their choice of transport from car to public transport, cycling and walking (often called Smarter Choices).

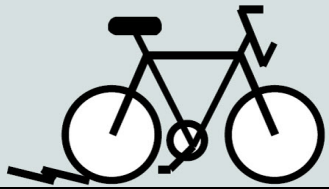
before 13 January 2010.

Better still, write to ask the Council We want to build on the progress of for LTP 3 to include better cycle CDT. For this to happen, funding for facilities and focus on an integrated cycling must be part of mainstream low carbon transport system. transport planning and funding.

Contact your local Councillor to We recommend improvements to explain how cycling can add to the A540 (see overleaf) to be part of an prosperity and vitality of our city. Active Travel Major Scheme. Other They are unlikely to get many direct measures could be resurfacing of the approaches, so this is well worth the canal towpaths, a cycleway on the time and effort.

A56 to Helsby, the A51/A54 to Kelsall and Hoole Bridge. This would The 15 year time period chosen by and Hoole Bridge. This would the Council is a double edged sword, complement 2 way cycling on one it allows long term planning but way streets and large 20mph zones. could be an excuse for hard We will also point the Council in the decisions and to delay action. It direction of the CTC's guidance for may mean we get locked into a plan local authorities drawing up LTPs. that is not longer suitable.

It is hoped that this is just the first stage of consultation.



A540 Safety and Cycling

Following increasing concern over the accidents involving cycling on A540, the Campaign wrote to the Council requesting action.

Unfortunately the response from the Council was very disappointing. The Council's Network Strategy Manager

Richard Nickson commented that all the routes to the Eureka Cafe (popular with cyclists since the 1920s) are unsuitable for cyclists.

This sits oddly with the fact that the Cafe being marked on the Council's cycle maps. He claimed however that the number of accidents was relatively low. He did admit that the accidents that do occur are serious. One wonders how many cyclists have

to die for safety to become a priority. Unfortunately, the Council will not allocate budget for cycleways along the A540.

Cycle England refused a request for additional funding for a

passengers bike to train stations.

cycleway. He emphasised Sustrans are building Regional Route 89. This shows that Cheshire West and Chester still doesn't regard cycling as a key part of their transport planning.

Cycling seems to have to rely on Sustrans and Cycle England. This does not bode well for the LTP3.

Richard Nickson claims there is a network of cycle routes for 'a broad cross-section of potential cyclists'. I for one definitely have

to use the A540 for some journeys - perhaps he could enlighten me how to avoid jousting with the juggernauts.

The Campaign will work with the local branch of The CTC and Chester Road Club to decide how to take this further.

New Bike Parking at Railway Stations

On a more positive note, the Campaign has been working with the Council for the siting of new cycling parking at local stations around the Borough. Each new set should be covered and suitably located to minimise theft or vandalism. Hopefully, if the new parking is advertised it will

raise people's awareness of using bikes and trains to get to Chester, Liverpool or Manchester.

Perhaps we can get close to the Netherlands where 30% of passengers bike to train stations.

Chester Permeability Plan Extension Open

Greenway

Consultants Steer Davies Gleave worked on a Masterplan to improve cycle permeability into Chester as part of the CDT project. The Consultants met with the Campaign twice as well as the CDT steering committee.

The Campaign provided information on the existing and recommended sites for cycle parking and residents recommendations for improvements. Many of the initiatives are small such better signage.

Now the report has been produced we need to make sure it is acted on and more long term measures are incorporated into Council Policy and the LTP3.

Stop SMIDSY

The CTC's National Campaign 'Stop SMIDSY' aims to address the far too common attitude that simply saying 'Sorry Mate I Didn't See You' somehow erases an act of bad driving. This is not true and it must be stopped.

Stop SMIDSY will address how the police, the prosecutors, the courts, and the law itself could all do a better job at encouraging people to use the roads in safer and more considerate ways.

When the CTC lobby these institutions on our behalf, they need evidence of how they need to improve. That's where you come in.

The first of the major CDT infrastructure projects is now open. The long-awaited official opening of the latest section of the Chester Millennium Greenway took place on 25 October 2009.

Residents of Guilden Sutton and Mickle Trafford now have a traffic-free route into the city centre, and Chester residents have better access to the countryside to the east of the city. The new stretch includes a new pedestrian bridge over the Chester to Manchester railway line as well as a series of links and access points. These are situated in Fairfield Road, Mannings Lane (South), the A41 at Greenfield Lane, an access point near Guilden Sutton, and Station Lane, Mickle Trafford.

See the Campaign's website www.chestercyclecity.org for our photo gallery celebrating the new route.

Most of us have experienced bad driving. By creating a place to collect and share these stories, the CTC will build the political will to change how society deals with bad driving. The CTC will also send information to lawyers if you request it.

Go to <http://www.stop-smidsy.org.uk/> to report your story and help make our roads safer.

There is also a survey of your travel habits.