

NP4B – Addendum 7 - Cycling

Cycling is an important element of the NP4B and forms part of the health and wellbeing and transport strategies as outlined in the “Strategic Environmental Assessment (SEA) in support of the emerging Neighbourhood Plan for Belper Civil Parish (NP4B)” ; see the extract below:

Health and wellbeing	Improve the health and wellbeing of residents within the Neighbourhood Plan Area.	<p>Promote accessibility to a range of leisure, health and community facilities, for all age groups?</p> <p>Address the specific challenges outlined in the Joint Health and Wellbeing Strategy?</p> <p>Provide and enhance the provision of community access to green and blue infrastructure, in accordance with Accessible Natural Greenspace Standards?</p> <p>Reduce noise pollution?</p> <p>Promote healthy and active lifestyles?</p> <p>Improve access to the countryside for recreational use?</p>
Transportation	Promote sustainable transport use and reduce the need to travel	<p>Encourage a modal shift to more sustainable forms of travel?</p> <p>Enable sustainable transport infrastructure improvements?</p> <p>Facilitate working from home and remote working?</p> <p>Improve road safety?</p>

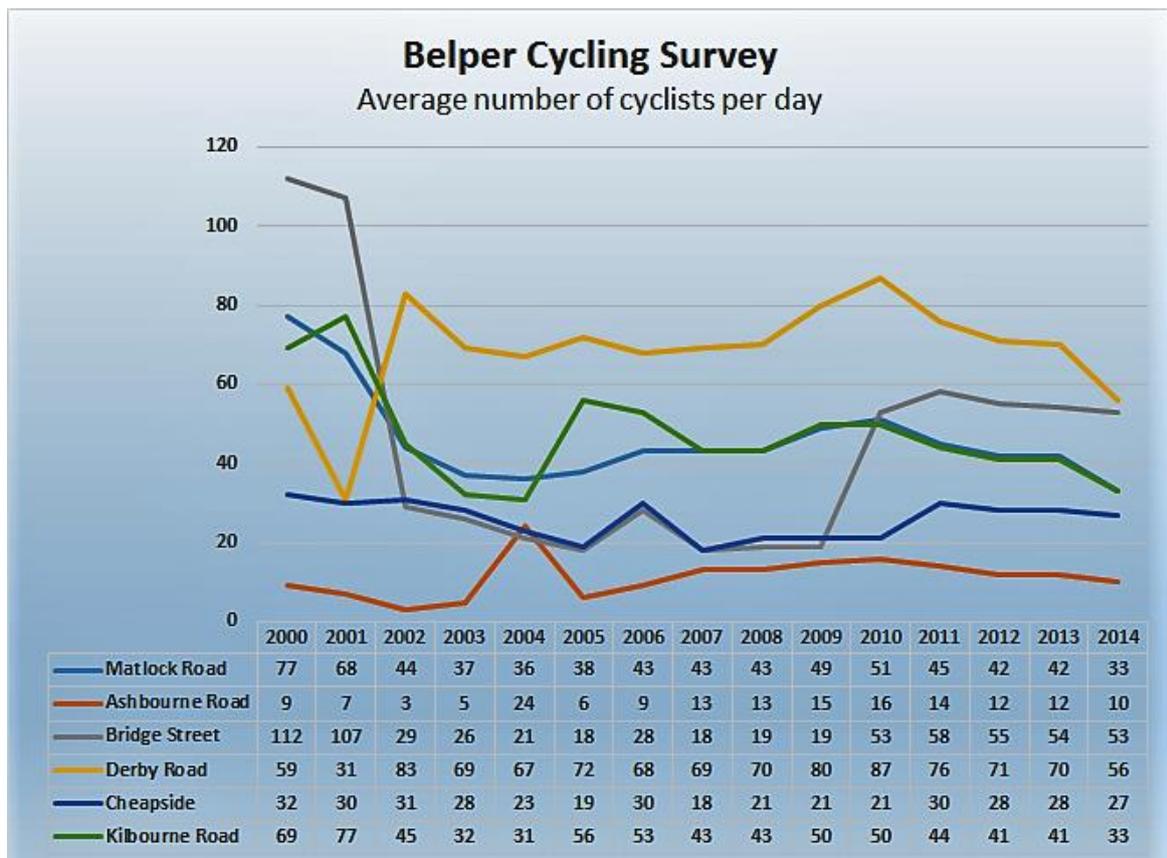
Source: <https://www.belpertowncouncil.gov.uk/uploads/environmental-report-for-the-belper-np-oct-19.pdf>

Overview

The Parish of Belper, Milford & Makeney is not an ideal place for cycling, the town being built on the Derwent Valley hills which favour the hardy, fit cyclist but can cause problems for the average cyclist. That said, the availability of electrically assisted cycles could be a game changer allowing effort free cycling up the steeper inclines. There is then an opportunity to promote cycling as a viable alternative to using the car and this addendum seeks to provide a brief overview of what could be done.

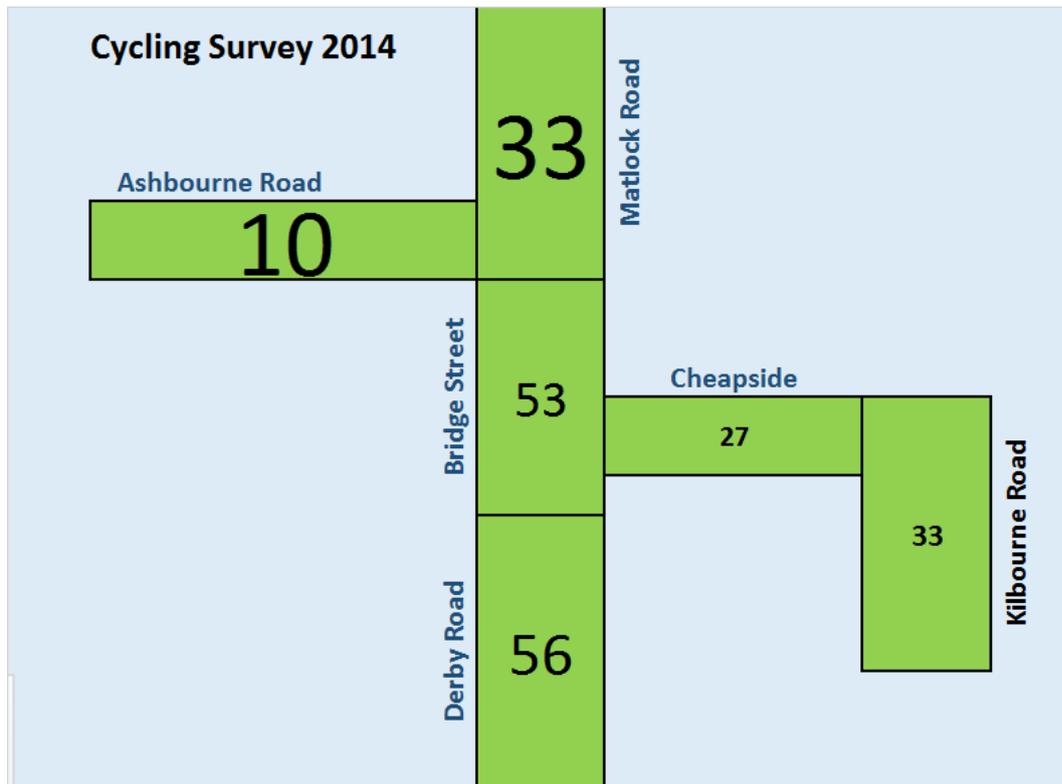
So how many people cycle in the parish?

The DfT annual traffic census includes data on cycling and an analysis has been undertaken by NP4B to chart the level of cycling in the years between 2000 and 2014. Subsequent data is now available and this chart will be amended in the near future. What is evident is that cycling on some routes is fairly consistent though on others the numbers involved are changeable over the years. The dramatic fall in the number of cyclists using Bridge Street is quite striking with the average daily number in 2000 at 112 dropping to 19 in 2009 but then rising to 58 in 2011. It is difficult to interpret this.



Another way of visualising the data is plot the number of daily cycling on a rudimentary diagram as below and then it is possible to recognise the flow along these routes; from the minimal number cycling along Ashbourne Road to the concentration on Derby Road. This data helps to illustrate the two principal reasons for cycling, recreation and commuting.

Ultimate destinations are far harder to determine but it is obvious that for many, Belper is both the origin or intended journey's end.



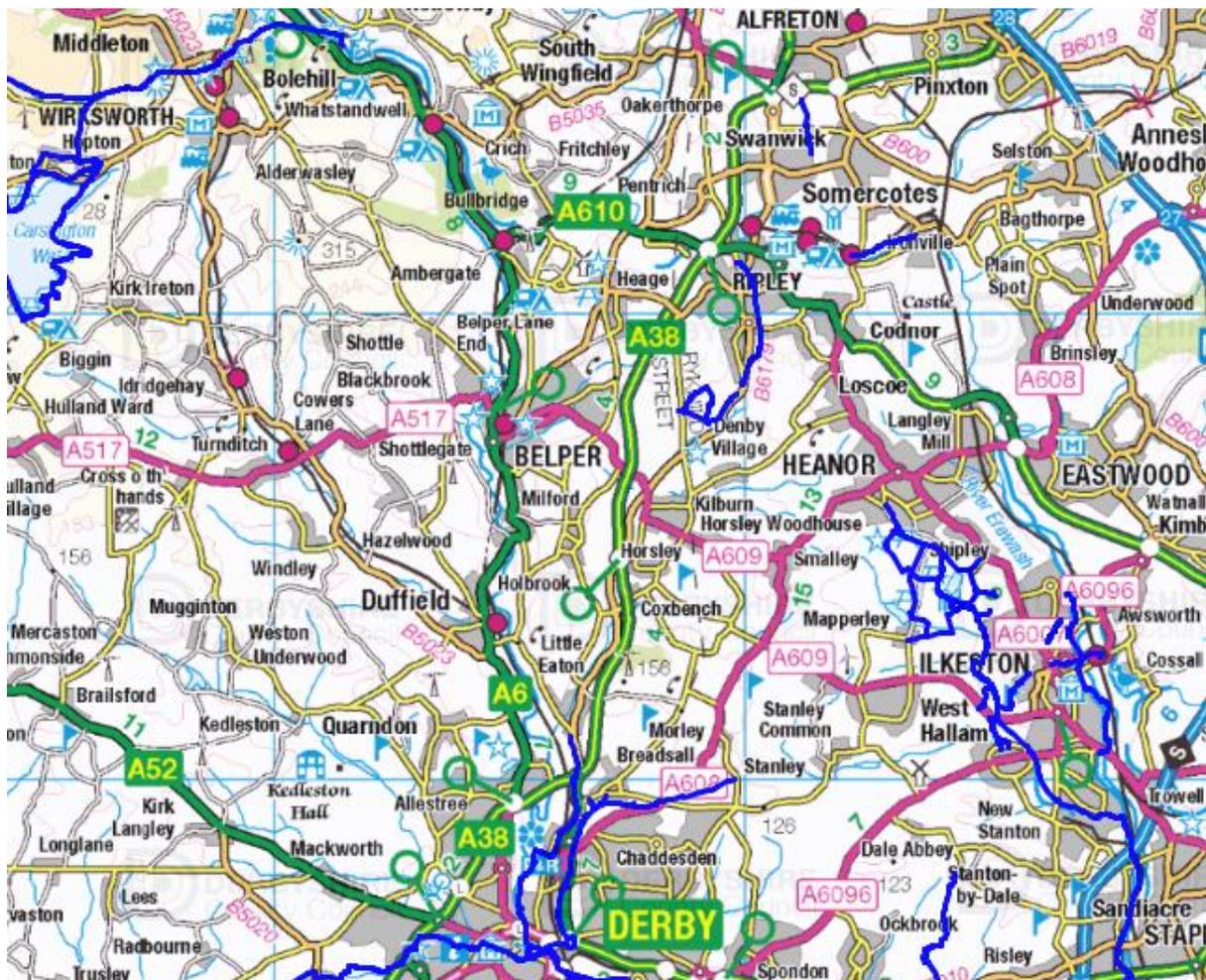
What can be done to promote cycling in the parish?

There are a range of measures that can be investigated that could make cycling more attractive and these can be simply listed though the list is not exhaustive

1. Create more covered cycle racks in the town centre, supermarket complex and railway station.
2. Provide the infrastructure for electric cycle charging.
3. Provide secure cycle lockups and changing opportunities.
4. Designate and improve cycling corridors or routes.
5. Create dedicated cycle paths.
6. Ensure that cycling is a consideration when housing or commercial development plans are lodged with the AVBC planning authority.
7. Parish, Borough and County Councils to adopt a meaningful cycling strategy for Belper and hinterland.
8. Promote combined cycling/public transport journey opportunities and invest in infrastructure to make this a viable alternative to car use.
9. Encourage cycling clubs.
10. Promote cycling proficiency schemes.
11. Promote awareness of cycling safety.
12. Advertise the health benefits of cycling.
13. Monitor and publicise the beneficial effect that modal shift to cycling has on the environment and air pollution.
14. Promote the benefits of modal shift to cycling and correlate to a decrease in levels of traffic and congestion.

Wider issues

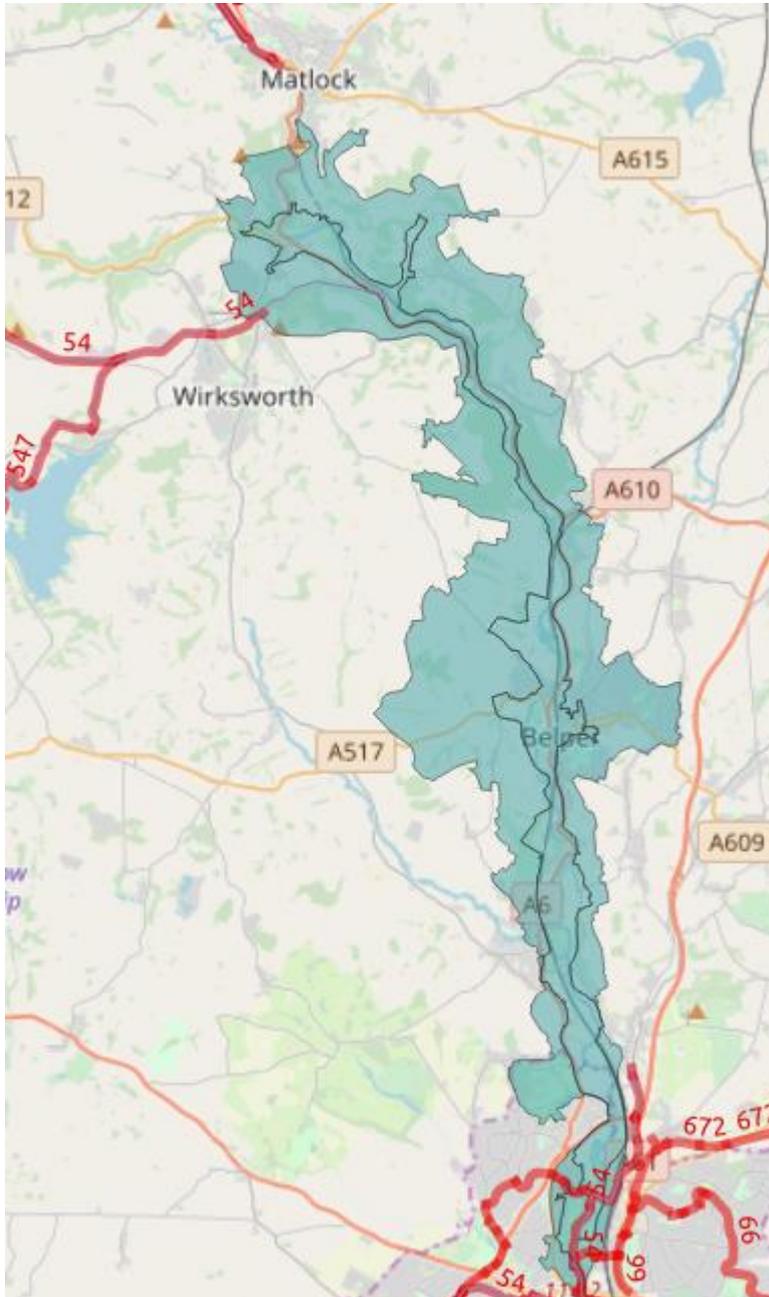
There are many who would like to commute to work on a cycle but are deterred by the unpleasantness of sharing space with cars, vans and lorries on busy main roads. The A6 to Derby is just such a route that would benefit from a parallel, dedicated cycleway so the initiative of the Derwent Valley Cycleway (<https://derwentvalleycycleway.org.uk/>) should be encouraged. The map below shows existing cycleways in blue and it is noticeable that there is a dearth of dedicated routes around Belper. Linking up to cycleways such as at Peak Junction near Cromford, Denby Village, Heanor and just south of Little Eaton should be a priority.



The linking up of the Derwent Valley Mills World Heritage sites would be very advantageous for the area and would benefit:

1. Tourism economy
2. Increase commuting by cycle
3. Take cyclists off the A6
4. Offer rail/cycle tourism opportunities
5. Improve the air that we breathe.

The Derwent Valley Mills World Heritage corridor. Source: <https://derwentvalleycycleway.org.uk/the-derwent-valley-mills-world-heritage-site-must-be-connected-to-the-national-cycle-network/>



This Addendum 7 has been written to supply subsidiary information to that contained in the main NP4B document where, in paragraph 224, page 74 it states:

Better facilities for walking, cycling and public transport, alongside reductions in car traffic, can create a cascade of benefits, including improved public health, more hospitable public spaces and reduced economic losses from congestion. At the same time these measures will help meet

environmental commitments: the transport sector is responsible for approximately 36% of all UK energy use, and 23% of CO2 emissions, so reducing car usage can bring significant savings.

We don't all have to be professional cyclists but the Tour of Britain passing through Belper in 2015 was inspirational to many who witnessed it.



Source: Nailed Belper - <https://nailed.community/2015/11/17/tour-of-britain-stage-6-belper/>

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