



# Cycle Chesterfield Newsletter

111 Spring 2026



[www.cyclechesterfield.org](http://www.cyclechesterfield.org)

Affiliated to Cycling UK

*This newsletter is printed on*

Promoting, encouraging and campaigning for  
safe and convenient local cycling opportunities

## INTRO

### by Martin Farr - Secretary

Welcome to our Spring newsletter. We hope you enjoy reading the various cycle themed members articles and reports.

Thank you to everyone who has sent us items for inclusion. It's fantastic to see such a community of people helping us to deliver the updated newsletter and supporting our journey to better cycling facilities in Chesterfield.

Going forward, the newsletter will be published in Spring, Summer and Autumn and we will mainly focus on local



news, reports and member articles. Enjoy the read and see you out and about on your bikes soon.

## CHAIR'S CHAT

### by Alastair Meikle

The weather has seen me do less cycling this winter than normal but its been a joy to get out on the rare occasions it hasn't been raining!

As you will read in the new 'interview a cyclist' slot my favourite leisure circuit is to ride around the Trans Pennine Trail loop either clockwise or anti clockwise. I nearly always use Crow Lane now rather than through the golf course. If I'm on my Bromton I always go clockwise, too much of a struggle going up Crow Lane!

The work extending the canal in Staveley is impressive with the new bridge spanning the extended canal and new lock, it really is worth going to have a look.

The original design of the cycle route to get from the towpath up to the bridge involved some very tight S bends which we suggested were unsafe and I'm pleased to say those comments were listened to and we have a much better solution now. The Staveley basin building is now complete too and it also looks impressive with plenty of cycle parking, just



needs some tenants, a cafe and mooring pontoons for boats.

The East Midland Cycle Forum meeting we held at the St Thomas Centre went very well with talks from representatives from Active Travel England, Cycling UK and Walk Wheel Cycle Trust (formerly Sustrans) and updates from several local campaigning groups. Nottingham's Pedals group will organise the next one on October 3rd this year.

I have a Swytch ebike conversion kit which was originally fitted to an old MTB but is now on another conversion - an Xtracycle - which converts a standard bike into a longtail cargo bike. This uses a front wheel electric motor. With my connection to Inclusive Pedals I've

recently had the opportunity to ride a rear wheel motor ebike and a crank drive ebike. On the flat they all perform similarly but climbing a steep hill on gravel a lot more care is needed with the motor in the front wheel, it tends to skip and jump a bit on a steep hill, not really a surprise when the weight is more on the rear of the bike but can make it a bit unstable. If the electric assist and my pedalling were exactly matched it would be two wheel drive though!

The rear wheel motor and crank drive don't have that problem of course and in my limited experience the motor in the rear wheel bike actually feels like its got more power, however the crank drive bike is much more sophisticated and has a torque sensor which partly controls the assist by how hard you are pedalling so if you ease up the assist level lowers. With these bikes its important to keep the motors turning at a reasonable speed, it feels like their efficiency really drops off when they go too slowly. This is why the crank drive is better because if you use the gears correctly your pedal cadence should be reasonably constant.



Hopefully the weather will get better soon and we can all enjoy drier riding, do look out for our programme of rides and come along if you can.

Finally to end on a sad note we were sorry to hear of the death of Borough Cllr Steve Lismore in a climbing accident. He has been supportive of our efforts to engage with the Borough Council to promote cycling and he gave a short speech at the opening of the new TPT bridge in Staveley. Our condolences go to his family.

*Best regards and happy cycling - Alastair*

## Darryl Cowley and Steve Lismore - Obituary

**It is with great sadness that we report the death of Darryl Cowley, long time member of Cycle Chesterfield and husband of Alison, both keen cyclists.**

Darryl was often seen cycling around Chesterfield on his Dutch hybrid ebike and continued to cycle over the moors to work in Matlock, despite his long term health conditions. He was a kind and gentle man who was always supportive of our cycling campaigns and activities. Sincere sympathies to Alison and his family.

**We also report the recent tragic death of local Chesterfield Borough councillor and outdoor adventurer, Steve Lismore, who died whilst climbing in the Italian Alps.**

Steve served the public of Chesterfield with dedication in his role as lead councillor for health and well-being and was a supporter and advocate for active travel and for many of the aims of Cycle Chesterfield. He will be sadly missed and our condolences go to all of his family and friends.

# SECRETARY'S REPORT

by **Martin Farr**

I think that we can all say that we are longing for some warmer and definitely some drier weather soon.

Cycling trips around Chesterfield have been quite intermittent for me in the last 6 months. However, I was out a few weeks back riding down to the station and then out along Derby Road doing some errands and was taken by how many people were out on bikes along the route between Chatsworth Road Morrisons, Queens Park and the station. There were people going to and from employment, students, people on errands and people having a leisure cycle. It seems clear to me that there is massive demand for safe and accessible cycling routes around town and we just need some political will and some funding to start transforming our local network. There is lots of evidence nationally that supports this view.

Last summer we were joined by members on 4 local infrastructure rides, looking at what could be improved on our existing network. We also had a Members meeting exploring what our ideal network would look like. On the back of that work, we have just completed our first version of the Chesterfield Cycling (and wheeling and walking) Audit Report highlighting our vision for Chesterfield. Equally important, the Report provides decision makers and funders with lots of examples of practical things that can be done at relatively low cost and which could make a real difference to our local network. People want safe, accessible, joined up, attractive and direct

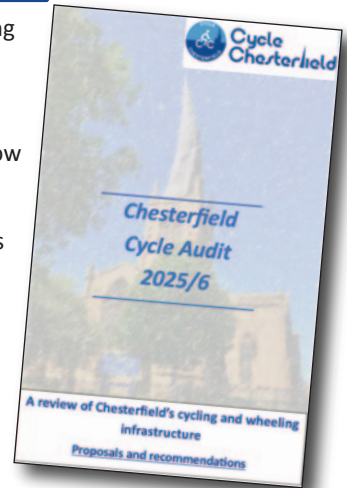
cycling, wheeling and walking routes around town.

Our report is now being shared with local decision makers and we are asking them for a commitment to support us on our journey to a cohesive, well

maintained and safe network of routes in all neighbourhoods in Chesterfield. We will keep you updated on progress.

We will be launching the Cycle Audit Report in our Members Meeting on Tuesday 10th March at 7pm at St Thomas Church Centre, Chatsworth Road, Chesterfield, S40 3AW. We will be joined at this meeting by the Sustainable Travel Ambassador for the East Midlands Mayoral Authority. The Mayoral Authority has by far the largest pot of money available for transport projects across the East Midlands and Alan is an advocate of all things active travel.

For those of you who like to share a local ride out on a bike, we have included in this newsletter a calendar of events and rides for the next few months. We look forward to seeing you soon. Enjoy the newsletter and safe riding!



## Cycle route updates

We're quite disappointed that the central section of the East West route (Dock Walk to Walton Road) has never progressed beyond the planning stage.

Goytside is becoming increasingly busy with traffic so the planned segregated (or even a shared) route would be welcome. The rough section alongside Walton Works has had a half hearted repair recently but the dangerous exit from Bobbin Mill Lane near Morrisons remains.

Our recent cycle audit has highlighted these problems and has been circulated to many in local authorities.

Adjacent to Goytside off Factory Street work has started building a new care home. Very little impact on cycling infrastructure but cycle parking will be provided.

There are several applications to create flats in the town centre in redundant buildings and some in new builds, they mainly include adequate cycle parking but we always respond to those that don't.

Since the major East West project we haven't seen any new cycle infrastructure being proposed by the County Council. Their massive reduction in cycling budget makes it unlikely that any new schemes will be put forward. However the East Midlands Combined Authority have a budget for sustainable transport but its up to the County Council as highway authority to use the funding.



You may also be aware that Active Travel England graded all local authorities on their progress. Derbyshire were in the lowest bracket but with the latest grading they have risen one place to two out of five and they have been given funding of £1.7M for the next four years. This may sound a lot but when you consider the station link cost almost £1.2M its clear there aren't going to be a lot of new routes built in the county.

We check lists of planning applications regularly, one of our members checks the list each week and the Borough Council send anything they think may be of interest direct. NE Derbyshire council email a list each week too but we only check major developments on the borders of Chesterfield to see if they can link in to infrastructure.

# CALENDAR OF EVENTS

## What's coming up at Cycle Chesterfield?

### 10th March Members Meeting

East Midlands Transport Ambassador (Alan Simpson) Talk and Q and A. St Thomas Centre, Chatsworth Road, Chesterfield, S40 3AW at 7pm.

### Sat 21st March Weekend Short Ride

Meet at Queens Park café 10am.  
Ride details to be announced soon

### Fri 3rd April Friday Night Ride

Meet at Town Hall steps 6.30pm.  
Ride details to follow

### 11th April Women Cycle Too Ride

10am Queens Park Cafe - ride details TBC

### 14th April Online Committee Meeting

7.30pm via Teams

### Sat 18th April Weekend Short Ride

Meet QP café 10am. Ride details to follow

### 18th April Derby Bike Festival

Hosted by Ayup bikes in Derby Market Hall from 10am. A day to showcase cycling: commuting, leisure, local journeys and the variety of cycling disciplines; from road to cyclocross, BMX to track racing, touring to trials and many others.

### Fri 1st May Friday Night Ride

Meet at Town Hall steps 6.30pm.  
Ride details to follow

### 12th May Online Committee Meeting

7.30pm via Teams

### Saturday 16th May Weekend Short Ride

Meet at Queens Park Café 10am.  
Ride details to follow.

### Fri 5th June Friday Night Ride

Meet at Town Hall steps 6.30pm.  
Ride details to follow.

### 9th June Members Meeting

Meet 7pm at St Thomas Church Centre, Chatsworth Road, Chesterfield, S40 3AW.  
Further details to follow

### 9th - 15th June National Bike Week Rides

A selection of daytime and evening rides to be published nearer the time. Keep the week free.



### 13th June - Women Cycle Too Ride

10am Queens Park Cafe - ride details TBC

### 8th Aug - Women Cycle Too Ride

10am Queens Park Cafe - ride details TBC

## Our Ebike Experience

by Tom Hardwick

Celia and I have owned our ADO 20 Pro folding Ebikes for 9 months now, long enough to have given them a good road test in sunshine and rain.

Overall we've been delighted with them and they've served us well. For me the big selling point was that we could fit both of them into the back of our little Ford Fiesta, head to far off and distant lands and unfold them in two minutes. And with a toothed-belt rubber drive rather than an oily chain it's never a nasty messy operation.

They're pretty hefty at 20 Kg each, but they're solidly built and with their chunky 20" tyres have survived cycling along what have appeared to be dried-up rocky river beds.

Lots of other good things about these bikes. They arrive in big cardboard boxes and are quick and easy to assemble. The rear hub motor incorporates an automatic two speed gearbox and the seat-post battery will take you nearly 60 miles. The handlebar display lets you choose from lots of power levels, turn on the bright lights and rear indicators and clocks up your miles, shows you your remaining battery level etc.

Downers? Maybe for some of the Peak District hills we shouldn't gone for the 3 speed auto version, but it added a whopping £700 to the £1200 price tag. There's also a single speed version available at £1000, but it's devoid of the useful rear rack and mudguards.

The (folding) pedals have two torque sensors fitted, making it much easier to start off facing



up hill. The easily adjustable seat-post batteries have locks on them, and the hydraulic disc brakes have real bite. Front suspension and good seats mean it's a pretty comfy ride.

Our grandson (9) charges around Somersall park in top gear and power level 5, a huge grin on his face, and because of his height has to fall off when he comes to a stop. It really is that much fun.



## Winnats Pass Ride

by Roger Green

On a glorious autumn day almost nine years ago, I enjoyed what must rank as one of my most memorable rides in several decades of cycling.

Under a blue sky, with barely a breath of wind, I set off from home in Ashgate Road with a vague plan to aim for the Hope Valley and whatever came next. I was riding my Cube electric tourer, an e-bike from the days when function trumped form and more streamlined models were still a few years away.

Sit-up-and-beg summed it up, the large 500 kWh battery contributing to the 23 kg weight, almost three times as heavy as my neat compact Giant road bike.

The route took me up through Old Brampton, over Pudding Pie Hill and along Clodhall Lane towards Curbar Edge. Without the Cube, I'd have struggled to get this far, a pulmonary embolism five years earlier having landed me in Worthing Hospital and resulted in me losing 25 per cent of lung capacity. No wonder I used to hyperventilate pedalling over those whaleback hills of the South Downs.

Curbar Edge has been one of my favourite Peak District landmarks since returning to Chesterfield ten years ago, so getting there mostly under my own steam was pleasing, although I was grateful the Cube had efficient disc brakes as I descended the hairpins before turning right towards Froggatt. There, I paused by the old stone bridge for a glance at the cool waters of the River Derwent, then onto the main road to Grindleford and a left turn towards the Hathersage Road.

Soon I was enjoying the leafy route above the Derwent valley and had a glimpse of the striking David Mellor cutlery factory through the trees as I approached Hathersage. I'd covered about 15 miles and used around two-fifths of the battery's capacity, so plenty left and the flat stretch of the Hope Valley



waiting for me. It was easy cycling, no need to use the motor and before long I was cruising past the Bamford junction, on through Hope and into Castleton. From here it was a straightforward choice, turn back along a similar route home, or attempt the Winnats Pass.

Still the battery gauge was showing three of the five bars remaining, the sun was up and it was barely mid-afternoon....why not give it a go? It's only a mile long, how difficult can that be? I'd driven up a few times and didn't remember anything particularly troublesome, even if that average gradient through the mile-long limestone gorge was 1 in 8, the steepest in Derbyshire and a natural choice for national cycle hill climbing championships in the past.

The gradient seemed modest at first, but the sign for Speedwell Cavern also signalled the rapid narrowing of the contours and the serious climbing began. Suddenly a narrow gorge closed in and even with maximum assist from the motor, something I'd never needed before, my legs and lungs were feeling the strain.

Almost at the top, I decided to capture the view with a photo looking back down and pulled onto the narrow verge. Not a wise decision. The Cube's Bosch motor kicks in only after a slight delay once pedalling begins, so the rider has to do the work for the first few



feet. No problem on even a moderate hill, but facing a slope nearer vertical than horizontal, I couldn't be certain I could get the necessary momentum before the motor came to the rescue. I decided to ride across from the wrong side of the road and at the last moment as the power came through, throw the handlebars 90 degrees round and hope the motor coped with the sudden load. The carriageway was little more than a vehicle wide, so timing would be crucial. If the motor came in too early, I'd be hurtling full tilt towards the steep limestone wall.

I waited until a couple of cars slowly chugged their own way upwards and past me, then went for it. Just a wheel's width before the Tarmac ran out the Bosch fired up and with a swerve not far off a speedway bike's slide, suddenly we were back up and running, turbo setting doing its job once more.

A minute later and the 1,240 ft summit of the Winnats was reached. I couldn't have done it without the Cube but now the battery level was down to just two of the five bars. However, I hardly used the motor again for miles, as the route dropped through Barber Booth to Edale, where I took a quick diversion to the beginning of the Pennine Way I'd walked that hot summer of 76.

A brief rest in Hathersage and then the same way home as I'd come, through Grindleford and Froggatt. At the start of the last big climb, up to Curbar Edge, just one bar of battery remained, but it was enough to see me safely home.

The Garmin stats said 45.39 miles, 3hr 47m, total ascent 3,295ft, average speed 12mph. The pleasure? Immeasurable.

## What I love about Cycling Around Chesterfield

### Plus cycle route by Paul Chapman

*(updated from an original article published in 2020)*

“Where do I start and how many words do you want” - was my initial reaction!

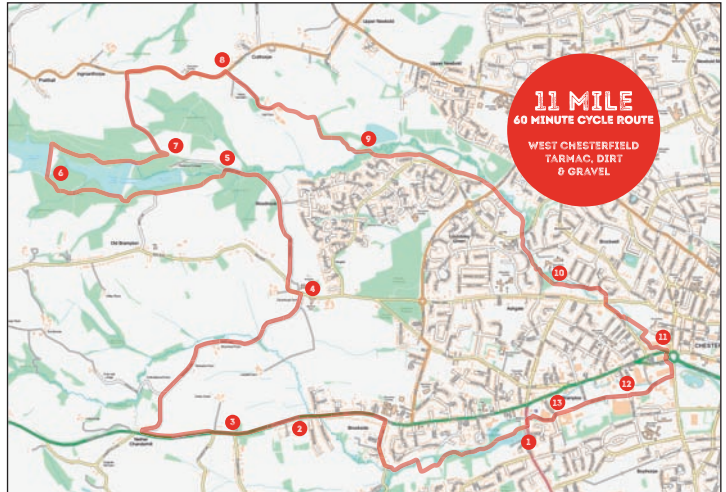
Why? Simple, I just love to cycle, always have and always will.

Cycling when I was young was how you got to your friends after school. There were a few years where I abandoned the bike as motorbikes and cars took over, but it wasn't long before my commute across Nottingham to Boots Head Office each day involved cycling.

7am slicing through winter traffic and dropping onto quiet cycle paths and towpaths through the suburbs is fab, there isn't anything like it, a real wake up before work. The introduction of the mountain bike had me driving up to the Peak District every weekend, and this was prior to suspension on a pushbike, painful stuff but still addictive!

Years later, I now live on the edge of the Peak District, 25 minutes of pedalling from my front door and I can be at the top of Beeley Moor. The hills and valleys looking like all my favourite toys spread out on the lounge floor! I've competed a few times but only for a bit of fun, I've never been that quick, but now sees me in a much more serious competition - competing with my 14 year old son to get the odd 'King of The Mountain'. But mostly I just try to hang onto his back wheel downhill as I watch a vision of my past youth, blind to the dangers involved, and clearly, loving it as much as I do.

Chesterfield is a great place to ride, we have some very useful bits of infrastructure and a



network of bridleways that take you away from tarmac. I've drawn up an 11 mile route around the west side of town, 14% road, 55% dirt and 31% unclassified. It should take around an hour.

Take a browse at the Cycle Chesterfield map and see if you could use a bike for your commute or escape to the quiet lanes.

Once you have explored the bike rides and cycle routes in Chesterfield, why not discover the rest of the Peak District and Derbyshire, easily accessible from town. From family-friendly cycle rides on a traffic-free trails, or some more challenging mountain biking on rugged terrain, there is something to suit all abilities.

### West Side Bimble Ride

The cycle route is about 11 miles around the west side of town. Strava says it's 14% road, 55% dirt and 31% unclassified. It should take just over an hour to get round at a good pace, or simply slow down and enjoy the ride.

Start at the entrance to Walton Dam (1) and ride through to Somersall Park (Hipper Valley Route) and to the car park at Somersall Lane. This track is good in summer but after rain or in the winter can be muddy.

As you leave Somersall Park turn right up Somersall Lane, this is one of the few road sections but unfortunately is the only option.

At the end, cross the carriageway, turn left and proceed East up Chatsworth Road, along the new segregated cycleway.

Follow the cycleway until you reach the traffic light controlled crossing just prior to the junction with Holymoore Road. Don't cross over.

To avoid cycling on Baslow Road, continue cycling up alongside the main road beyond the cycleway to Westwick Lane on the quiet pavement and the tarmac access road section until you reach the garage.

Turn right back on yourself onto Westwick Lane, away from the busy roads and you can continue along here until you reach Ashgate Road (4), take a left for 100 metres and then cross to join the well surfaced bridleway, Woodnuck Lane, that will take you into Linacre reservoirs.

Take care on the descent, it can be a bit slippery when wet but is safe enough if you take your time.

Dropping into Linacre you will approach an old bridge with a wide uphill path on the left, (5) take this and climb to reach the lower reservoir where you need to take the middle path through the gap in the fence to join the concessionary path around the lower, and onto the middle reservoirs.

As you see the top reservoir turn right across the front (6), please do not ride around the top reservoir as it is a wildlife area and cycling is not permitted on this path.

As you reach the far side of the reservoir turn right downhill and follow this path until you reach a gate (7).

Go through and turn left, follow this steep tarmac climb to its end with the B5060 Main Road, Cutthorpe and turn right. Again, although there are suitable paths and tracks from the reservoir there are no bridleways so the cyclist is forced to take a short road section.

Pass The Peacock at Cutthorpe, or perhaps call in for refreshment! As you pass the Peacock you round a left hand bend, shortly after this

you need to turn right into Greenlane (8).

Drop all the way to Holmebrook Valley Park. Take care through Hall Farm as it can be muddy, or if you time it badly, the cows may have crossed!

As you enter the woodland at the bottom of this track stay right and follow the bridleway until you see the fishing pond at Holmebrook Valley Park.

Take a right turn over a bridge (9) then immediately left to follow the trail, take care as you cross the car park entrance and pass under Loundsley Green Road.

Go round the edge of the playing field to reach Pennine Way, where care must be taken to cross the road and pick up the marked cycle route signposted into the town centre.

Cross Purbeck Avenue and be sure not to miss the left turn to pop out on Ashgate Valley Road (10).

Turn right onto Holmebank East, cross Ashgate Road and proceed down Chester Street for a few hundred metres. Shortly after the park you need to look out for a left hand turn that will take you on a cycle trail towards town, passing behind the old gas cylinders (only one remaining).

Take the right at the end of the path and around the edge of the car park for the bingo hall.

You will arrive through an arch onto Chatsworth Road at Wheatbridge (11).

Follow the cycle route across the path around the island and then over the traffic lights at Wickes. Stay slightly left and take the short path to reach Dock Walk and turn right following Dock Walk.

Continue onto Goyt Side Road (12) and carry straight on along the cycle track through the old Walton Works site.

At the end turn left along Walton Fields Road (13) then immediately right to join Bobbin Mill Lane.

Stay on Bobbin Mill Lane by turning left to meet Walton Road and back to your starting point at the dam.

# FROM OUR MEMBERS



## Glow Ride by Alastair Meikle

In the autumn of last year Cycling UK started a new campaign called 'My ride. Our right'.

They asked groups all over the UK to 'light up the night' and call for safer streets and better cycle routes, especially for women riding after dark. These rides were women-led, but open to everyone.

Cycle Chesterfield quickly registered and organised a short ride led by two of our members Sharon and Louise on 23rd October. Advertised on our usual social media channels 17 riders took part, many of them decorating their bikes with multicoloured lights.

The ride started at the town hall and went through town to the railway station before carrying on to the Queen's Park to finish. The station link cycle route is especially dark and remote feeling in places so an ideal place to highlight 'light up the night'.

### Cycling UK's campaign calls for:

- We need better networks of direct routes separated from traffic.
- We need to listen to women's voices around the planning and design of routes, to make sure they work for them.
- We need better promotion of the new Highway Code, to foster more respect on our roads.
- Small things can make a big difference to women's



perceptions of safety - like improving lighting, reducing speed limits, and making sure bike parking is in a good visible location.

**KEEP WOMEN SAFE ON OUR STREETS**

Just over half of English councils with responsibility for street lights have dimmed or switched them off overnight in the last decade, a BBC probe found in 2024.

Tanya Braun of pedestrian-safety charity Living Streets said: "Pedestrians are one of the most vulnerable groups on Britain's roads, accounting for one in every seven casualties in 2024, and collision records suggest pedestrians are more likely to be hit after dark on an unlit road than on a lit road."

"People shouldn't feel they're being placed under a curfew because they have to get home before dark. Keeping lights on is a simple way to get more people walking and wheeling, no matter the time of day."

Former Deputy Prime Minister Angela Rayner warned last week that people do not want to be stranded in poorly lit areas at night. She said: "We don't have a joined-up transport policy, and we're not working with the police on some of these issues."

"People want the presence of police, or they want to see the presence of transport staff. They don't want to be out at night, isolated; they don't want poor lighting in areas because that makes people feel less safe."

Overnight street lighting was reintroduced by Basildon Council in Essex last year "in a commitment to improve community safety". Leader Gavin Callaghan said he hoped someone out after dark will now feel safer. Shadow

**'I take different routes to stay in safer areas with street lighting'**

BY STEPH SPYNO

Former teacher Sharon Stone says she has had to change her cycling or walking routes due to a lack of street lighting.

She said she feels "very cautious" in unlit areas of Chesterfield, Derbyshire.

The 63-year-old said: "I take different routes to stay in the safer areas with street lighting, which makes my journey longer, or I have to pay for a taxi on a route I could easily walk."

**Balance**

Ms Stone said her local authority replaced older lights with LEDs, which she says appear "dimmer".

She said: "They don't seem to shed their light over a wider area. I know there is the cost and being able to see the stars and things like that, but you've got to have a balance."

Ms Stone, who sometimes leads women's group rides, said poor lighting also applies to cycling or walking routes which go through "excluded" industrial land or overgrown areas.

She added: "So you're forced out on to the road because you don't feel safe cycling along those paths. 'We have lots of lovely routes in Chesterfield that link up three of our parks. They're great, but you don't want to be cycling through those at night."

"Some of them have got a bit of lighting in them, but because you're so far away from other people, you don't want to be on those."

"What would improve cycling if it had better lit routes to places you want to go - the middle of town, cafes or pubs."

She added: "It just seems a bit unfair that I can't get to places on my bike when I want to, you wouldn't think twice about it because they don't perceive that danger"

Energy Secretary Claire Coutinho said: "If the choice is between a minuscule reduction in carbon emissions and keeping women safe, of course we should keep the lights on. We need to get away from straightjacket targets that don't allow common sense to prevail."

It comes as the replacement of thousands of street lights with energy-efficient LEDs to help cut costs and CO2 emissions has raised fears the lights' directional-ity makes them look dimmer. The government's strategy on ending violence against women and girls refers to "well-lit streets" but provides no specific details.

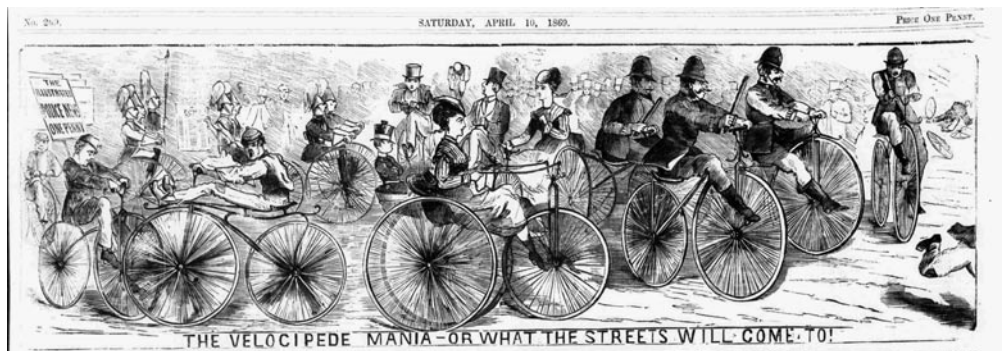
It says: "Well-lit streets, accessible transport and thoughtful urban design can deter violence, reduce opportunities for harm, and send a clear message that public space belongs to everyone." A govern

Cyclist Sharon Stone wants better-lit routes

*The Daily Express recently started a campaign highlighting womens safety at night - although also campaigning for street lights not to be dimmed or switched off at night. Our membership secretary and Inclusive Pedals Director Sharon was interviewed and appeared in an article in the paper.*

## 150th anniversary of cycling clubs in Chesterfield

by **Andy Stacey** *With thanks to Rod Spurrier of CSCC who has been researching the history of cycling locally.*



The earliest newspaper reference to a Chesterfield Cycle Club is from May 1869 in the Derbyshire Times advertising, amongst other sporting events, “THE GREAT VELOCIPEDE (BICYCLE) RACE!”

A crowd of 6000-8000 saw the competitors racing their “boneshakers”. With the advent of rubber tyres, solid, in the mid 1870’s the Penny Farthing revolution was underway.

On the 1st of July 1876 the Derbyshire Courier reported the formation of a cycling club, “members residing in Chesterfield or within a radius of 2 miles...strictly confined to amateurs.”

The line to Chesterfield Spire CC is not continuous but we are aiming to piggyback on this anniversary to raise our profile somewhat, with some summer rides similar to last year’s festival and possibly a charity event.

Back to the history - I particularly liked this report of an epic cycle tour:

Glossop Times 14th July 1877: “A Bicycle feat performed last week by two gentlemen of Chesterfield is worthy of record. At midnight on Friday in last week Mr Hampton Shaw and Mr Neville, members of Chesterfield Bicycle Club, started on Coventry bicycles (53 inch and 54 inch) from Chesterfield, intending to arrive in London before the close of the day. After covering a distance of 50 miles, breakfast was partaken of at 6.45am at Leicester; dinner at

Northampton at 1.30, and tea at St. Albans; the Metropolis being reached at ten o’clock – a distance of 153 miles from the starting place.

After staying in London on Saturday and Sunday, the bicyclists journeyed to Portsmouth, a distance of 80 miles, on Monday morning, where they spent Tuesday. On the following day they rode round the Isle of Wight, and on Wednesday they went forward to Brighton, starting from Portsmouth at 7am, and arriving at 12.30pm. Later on in the present week they returned from London to Chesterfield by a different route than the one which they had journeyed thither. The donkey has hitherto been called the poor man’s horse, but Neddy must look to his laurels.”

Probably no cars but I’m not sure the interactions with horses and carriages would have been totally smooth.

In 1884 The DT has the “First annual meeting of the Chesterfield Bicycle Club” and the DC reports it’s renaming to the Chesterfield Cycling Club”. In 1923 there was a reconstitution as Chesterfield Cycling and Athletic Club. In 1936 the Chesterfield Spire Road Cycling Club had its first outing as a renaming of the Staveley Cycling Club! 1968 saw the merging of these two clubs.

Quite a few members of the CSCC are also subscribed to Cycle Chesterfield and we would welcome CC members on any of our rides.

# FROM OUR MEMBERS



## The Ben Vernon Charity Ride

by Bev & Nigel Vernon

After a successful ride last year, we have decided that the 2025 ride will be the last.

We hope we have created a memorable tribute to Ben, following his heroic ride in the 2018 Etape du Tour, just a few months before he died.

From the outset, we wanted the ride to be a happy event and we hope that was evident to everyone involved, whether riding or marshaling.

We held our first ride in 2019, starting from Queens Park and riding for Cavendish Cancer Care, we raised £1,831.60.

The following two years, of course, we were in the grip of the pandemic, so a public event was out of the question. However, sister Linda and brother Andy rode their own "Tour de Peak District" and raised £2,300 for Cancer Research UK in 2020, and the following year, we raised £557 for CR UK, with a virtual ride. A bit unusual, but the best we could do, under the circumstances.



In 2022, with the kind permission and assistance from Vicar Lane Management team, we were back to a public event, and in subsequent years, we started from under the big screen on Vicar Lane.

Overall, we have raised £11,463.24 for charity, plus gift aid, a truly fantastic amount in a relatively short period of time and we feel justly proud, and so should anyone who participated, either riding or helping us, the organisers.

We would like to thank Vicar Lane Management team, Cycle Chesterfield, H&F furnishings, S40 and S41, Twist magazine, and of course, you, the members and the wider public, whether you rode or helped....you all made a difference!

*Our love and thanks to you all.*

## A Favourite Ride: Loops Around the Cordwell Valley

by Sharon Stone

The Cordwell Valley sits on the edge of Chesterfield and is the first piece of countryside that I encounter as I ride out from home.

Whilst happy to do some lengthy rides that go further afield, I haven't always got time and the quiet roads that intersect the valley are a perfect way of cycling through unspoilt countryside with the added challenge of ascending a hill or two. It's also the area that first inspired me to get out on my bike and helped me realise that making friends with the hills was not necessarily a bad thing.

The first part of the ride from Chesterfield into Barlow can be busy with cars, but once at The Peacock, the road starts to widen out allowing them to pass. In Barlow, I take the right turn at Crowhole and begin the ascent up to Cowley and then on to Holmesfield. A couple of hairpins signal the start of the climb and the narrow road winds through the cluster of houses on Dobbin Lane. There's plenty to enjoy as you start to feel the need to put in a bit more effort - hedgerows full of berries in the autumn, mixed woodlands and a couple of unspoilt pastures. The road then begins to level out as you approach Cowley. During the summer months, the fields on this stretch are often full of insect seeking swallows swooping close to the ground. The hedges are just about low enough for me to see them and I can feel that I am flying along with them.

At the end of Dobbin Lane, I turn left and follow Cowley Lane up to Holmesfield. I then

join the main road which takes me up through the village. The road gradually climbs and eventually takes you up to Owlbar, but I take a left to make the descent down through Horselygate. I often pause at various points along this top section as there are some great views back down the Cordwell Valley towards Millthorpe and Barlow. The ancient farms and houses of Horselygate give you a real sense of the history of the area.

The descent continues down the main road to Millthorpe, but this is short lived as I then like to push myself by turning right onto Fox Lane. The steepest bit of this climb is at the start. The countryside remains idyllic, but as I sweat away, I try to remind myself that I am really enjoying the experience. Arriving at Shillito Wood, if I listen carefully enough, I can often hear the unmistakable springtime sound of cuckoos calling. All the hard work is now done. I take a left turn onto Far Lane, past a field full of nesting lapwings and onto Spitewinter Lane and then descend along the B6050 into Cutthorpe.

The Cordwell Valley is brilliant for a variety of short rides with a bit of challenge. It also gives me the opportunity to observe the birds and other wildlife over the seasons. Being out on a bike is a fantastic way of doing this and I am often rewarded with some wonderful sights and sounds.

# INTERVIEW WITH A CYCLIST

## Alastair Meikle

### *What is your first memory of cycling?*

Tri-ang trike with an opening boot at the back! When a bit older spent countless hours cycling round and round with friends in the cul de sac where we lived.

### *Why do you cycle?*

Around town because its usually quicker and no traffic jams or finding a parking space. Longer trips just enjoyable to be out on a simple machine.

### *Do you have a favourite bike?*

My Brompton that I've had since 1999.

### *What's the best cycle trip you've ever done?*

London to Paris on my Brompton accompanied by my daughter & son.

### *What do you always take with you when cycling?*

Around town very little. Longer trips, spare tube (tyre and spoke if a very long trip), pump, tool roll contains multi tool, long nose pliers, Knipex multi wrench, tyre levers, chain tool and various bolts. Water bottle & luggage!

### *Where do you enjoy cycling locally?*

Favourite trip is TPT loop either clockwise or anti - Crow Lane, Westwood, past Poolsbrook country park, Staveley and the canal.

### *What bike, gear or gadget would you buy if money wasn't a factor?*

Larry vs Harry eBullitt cargo bike.

### *What is the one thing that, in your view, could improve the experience of cycling for everyone?*

Protected and continuous cycle infrastructure like in the Netherlands.



## Waterside Bridge: Pedestrian and Cycle Bridge

Nottingham's new Transforming Cities-funded pedestrian and cyclist bridge across the River Trent has landed in place.

Once open to the public in spring 2026, it will open up new links between the expanding Waterside regeneration area, Colwick Park on the north bank, and the Lady Bay/West Bridgford area to the south.

For more information you can visit [www.transportnottingham.com](http://www.transportnottingham.com)



## Bennerley Viaduct

Bennerley Viaduct is an iconic landmark in the East Midlands.

Standing 20 metres high above the valley of the River Erewash, and a quarter of a mile long, it is no surprise it is known as The Iron Giant of the Erewash Valley.

Grade II\* listed, this rare engineering triumph was built in 1877-78 by the Great Northern Railway to carry the Friargate Line from Nottingham to Derby. Born from the age of steam, iron and coal, it is the longest Victorian wrought iron viaduct in the country and one of only two still standing. Connecting Nottinghamshire and Derbyshire, it was described by the World Monuments Fund as “an extraordinary monument” and by



Historic England as “a stunning example of the genius of British Engineering.”

The new Eastern ramp has officially opened to the public on Thursday 12 February.

Cyclists and users of wheelchairs, buggies and mobility scooters can now reach the deck from both sides of the Erewash Valley for the first time.

## Cycle hangars come to Sheffield

Cycle hangars have been installed across Sheffield to give residents secure, weather-protected bicycle storage close to home.

They are especially useful for people living in flats or houses without sufficient space for a bicycle.

At present, Sheffield has two main cycle hangar providers: Falco and Cyclehoop. Falco hangars can be found in Crookes and Walkley, while Cyclehoop manages units in Meersbrook, Heeley, and several other neighbourhoods across the city. Each space costs £72 per year to rent, providing secure access to a shared on-street unit.



You can check availability, register for a space, or join a waiting list through the operators' websites: <https://rentals.falco.co.uk/> and <https://cyclehoop.rentals/>

If you would like to request a hangar on your street, suggest a new location, or provide feedback on existing facilities, contact [transport@sheffield.gov.uk](mailto:transport@sheffield.gov.uk).

You can view the locations of the hangars and also all other places to park your bike in Sheffield on our new cycle parking map at [www.cyclesheffield.org.uk](http://www.cyclesheffield.org.uk).

# USEFUL INFORMATION

## Newsletter Delivery

The newsletter is available in both printed and electronic form.

We encourage members to sign up to receive the newsletter electronically by email which helps us reduce our overheads. If you would prefer your newsletter emailed out to you as opposed to being delivered by hand (bicycle) please let us know via

[secretary@cyclechesterfield.org](mailto:secretary@cyclechesterfield.org)

## Cycle Chesterfield Contacts

**Chair** - Alastair Meikle  
[chair@cyclechesterfield.org](mailto:chair@cyclechesterfield.org)

**Secretary** - Martin Farr  
[secretary@cyclechesterfield.org](mailto:secretary@cyclechesterfield.org)

**Memberships** - Sharon Stone  
[memberships@cyclechesterfield.org](mailto:memberships@cyclechesterfield.org)

**Treasurer** - Ian Menzies  
[treasurer@cyclechestrfield.org](mailto:treasurer@cyclechestrfield.org)

[Visit our Website for loads of useful information](#)

## Cycle Chesterfield Meetings

There is an online committee meeting via Teams on the second Tuesday of each month from 7.30pm.

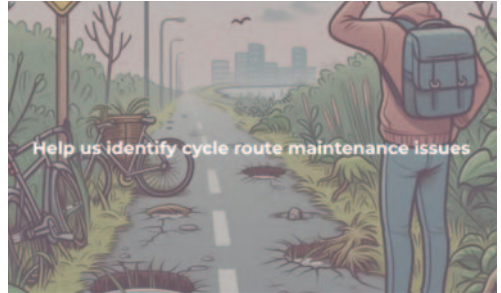
Invites are sent out to Cycle Chesterfield Members. We also organise in person meetings for our members with either a speaker, a discussion or a film show etc. These usually take place in March, June and October. Details via email and our website / social media. All welcome to attend.

## Map

Cycle Chesterfield produce a local map of cycle friendly routes around Chesterfield.

This is available as a leaflet from JE James Cycles, Hollingwood Hub and from Inclusive Pedals Dr Bike workshops. There is also a downloadable version on our website:

[www.cyclechesterfield.org](http://www.cyclechesterfield.org)



## Report cycle route faults

Every report helps. You can report pot holes, dangerous overhanging branches, overgrown paths, paint markings missing etc.

Most of our roads and cycle paths are maintained by Derbyshire County Council. Visit [www.derbyshire.gov.uk/transport-roads/](http://www.derbyshire.gov.uk/transport-roads/) to report a fault:

The process should only take about 5 minutes. The council should let you know what they plan to do with the fault you have reported.

Can you let us know if you have made a report?

**To let us know, please email**  
[secretary@cyclechesterfield.org](mailto:secretary@cyclechesterfield.org)

Please provide as much detail as possible about the fault you have reported, along with the DCC fault reference number and a photograph if possible.

# FOR SALE

## 1 Raleigh Motus ebike (crank drive)

Large frame, mudguards, lights, rack, charger and one pannier £400. *Has been used for an NHS ebike demonstration project*

## 2 Raleigh Array ebike (Motor in rear wheel)

Two bikes available - one small and one medium frame. Mudguards, lights, rack, charger and one pannier. £300 each. *Has been used for an NHS ebike demonstration project*

## 3 Elife folding ebike

Rear hub motor, mudguards £150.

For items 1, 2 + 3 contact

[info@inclusivepedals.org.uk](mailto:info@inclusivepedals.org.uk)

## 4 1997 Orange C16R

Sram X-9 transmission, good wheels and tyres, really nice to ride. £110.

Please message 0744 391 2363 for info.



## 5 Connect electric fold up bicycle.

In very good condition with charger unit. £120.

Tel 07842 185339

Brampton area

## 6 Tacx turbo trainer (Analogue)

Fully functioning and vgc. Free for collection in Newbold. Complete with mat, rear skewer and front wheel 'stop'. (J F Wilson not included).

Email: [cspotz@aol.com](mailto:cspotz@aol.com)



### 7 Trek road bike

Good working condition.

A few very small marks on the frame. One

owner from new. Wheel Size 700C.

Bike Size 54cm.

Contact [rogergharris@hotmail.com](mailto:rogergharris@hotmail.com)



### 8 Brooks Champion Special B17 Saddle

Used. Brown leather. For Cycle Chesterfield members £35



### 9 Cube Reaction Hybrid Pro 500 ebike

2019. For Cycle Chesterfield members £1199

### 10 Woosh Bali ebike. New motor 2021

For Cycle Chesterfield members £449

For items 8, 9 + 10 contact Graeme on [graeme.challands@protonmail.com](mailto:graeme.challands@protonmail.com)



### 11 1950 BSA light tourist roadster

3 speed SA hub, 700c wheels, ridden in 3 Eroica's and numerous Cycle in Style events. £95.

Please message 0744 391 2363 for further details.



# INCLUSIVE PEDALS

Many of you will have heard about Inclusive Pedals Dr Bike workshops but we thought about a reminder of all the projects we currently run and who we are would be useful!

Inclusive Pedals CIC is a 'community interest company' which means its a social enterprise where the directors who run the company can't take any profits from the company. There are currently four directors

who are all members of Cycle Chesterfield (Alastair Meikle, Sharon Stone, Simon Geikie & Jake Meikle). As well as the directors there are volunteers for projects and other cycle mechanics who do the repairs at Dr Bike.

Originally we started as part of the local Bikeability delivery company when Derbyshire Sport wanted to set up three adapted cycling centres in Derbyshire (Chesterfield, Parsley Hay & Carsington Water), Derby city had its own funding for a centre in Markeaton Park. Parsley Hay and Carsington were simply additions to existing bike hire centres whereas Chesterfield and Derby are still stand alone adapted cycling centres.

When the initial funding ran out in 2017 it was decided to set up a separate social enterprise so that funding could be applied for which is when Inclusive Pedals came into being.

For the last few years we've run a regular monthly session in the Queen's Park on the first Friday of the month from April to October for two hours with all our fleet of around twelve machines available, they are all three or four wheels and include a handcycle, wheelchair carrier and two seater side by side. We have an agreement with the Borough Council to use the cricket pitch perimeter track. We don't charge for these sessions and its just turn up and ride. The sessions can be very busy with over forty people taking part over the two hours.



In addition to the free sessions we offer groups to be able to book the fleet for their own use with a small charge. Before covid we had three fairly regular groups per week but they've never really started again, however the offer remains for groups!

In 2017 we started to do the monthly Dr Bike workshops in the Queen's Park car park, initially charging for any spares used because we didn't have any funding but from 2019 our workshops became part of Cycling UK's Big Bike Revival and access grant funding which allows us to provide spares free of charge and pay a basic amount to the trained mechanics.

Since then together with other funding we run regular workshops at Langer Field in the pavilion and at the Hollingwood Hub. One off workshops can be provided in other locations too but we charge a more commercial rate for those.

We are often asked if we accept donations of bikes which we were reluctant to do at first but it has become quite common now! If bikes are more or less ready to go needing little work we usually keep them at the Queen's Park venue. If they need a bit of refurbishment we take them to the Langer Field workshop. All donated bikes are available free of charge although we do ask for a small monetary donation if possible. This is a project we would ideally expand because we rarely have enough time to refurbish as many bikes as we would like. In addition to



giving out bikes to the public we've also liaised with refugee support groups in Chesterfield and Clay Cross giving them bikes.

We're always willing to show people how to repair their bikes at the workshops and they can work on their own bikes with our supervision if they wish. If we have funding available we run Basic Bike Maintenance courses too.

Another project that is completely volunteer led is Cycling Without Age. We have two electrically assisted Danish Triobikes which our team take to two care homes each week in the better weather and take residents and their carers out to local parks to feed the ducks. Ideally three volunteers go to each care home, two riding the Triobikes and one as an outrider. We are always looking for extra volunteers so that we can expand to more care homes.

In the summer months the Triobikes and a 'pilot' can be booked on the first Friday of the month for a ride around the Queen's Park or to the station and back. This is free of charge and great for someone with limited movement and a family member or carer.

As mentioned at the beginning of this article some of us were involved in delivering

Bikeability training in local schools so we are trained National Standards Cycling Instructors. We offer cycle training sessions but with no funding currently we charge for instructors time. However Chesterfield Royal Hospital NHS Trust will fund up to 20 places per year for two hours cycle training for any of their staff.

We also occasionally run a six week '10 Minutes to 10 Miles' programme of six weekly rides, building up from a couple of laps around the Queen's Park to a ride out to the Hollingwood Hub and back on the final week. Some weeks we use quiet roads as well as traffic free paths so provide a bit of training of road riding.

*We're always on the look out for other projects but we are pretty much at capacity at the moment for the team members we have. Of course we always welcome new people getting involved!*

*Do have a look at our website which has more details of all our projects and a calendar of where you can find us. If you have an unused bike somewhere please consider donating it to us!*

**Inclusive Pedals**  
Enabling everyone to cycle   
[www.inclusivepedals.org.uk](http://www.inclusivepedals.org.uk)

## Join us

The annual membership rates are:

**Adult £5 Family £10 Unwaged £2.50**

There are a number of ways to pay.

- Renew through Member Mojo.
- Go to our website:  
[www.cyclechesterfield.org](http://www.cyclechesterfield.org). Click on "Membership" and then "Join/Renew".

This is the simplest and quickest way to join

- If you want to pay by cheque or cash then please fill in the form below and email the Treasurer, Ian Menzies at [treasurer@cycle.chesterfield.org](mailto:treasurer@cycle.chesterfield.org).

**If you have any queries about the renewal process or your own renewal, please drop us a line at [membership@cyclechesterfield.org](mailto:membership@cyclechesterfield.org)**



## 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 up to 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 payable to:**

**Cycle Chesterfield, C/O 4 Inkerman Cottages, Ashgate, Chesterfield S40 4BP**

*NB. These details will be stored electronically.*

## Other local campaigning groups

### Derby Cycling Group

[www.derbycyclinggroup.org.uk](http://www.derbycyclinggroup.org.uk)

Campaign group in Derby

### Cycle Sheffield

[www.cyclesheffield.org.uk](http://www.cyclesheffield.org.uk)

Campaign group in Sheffield

### Ride Sheffield

[www.ridesheffield.org.uk](http://www.ridesheffield.org.uk)

Campaign group for mountain biking in Sheffield

### Pedals (Nottingham)

[www.pedals.org.uk](http://www.pedals.org.uk)

Campaign group in Nottingham

### Cycling UK

[www.cyclinguk.org](http://www.cyclinguk.org)

National cycle campaign organisation

### Walk Wheel Cycle Trust

[www.walkwheelcycletrust.org.uk](http://www.walkwheelcycletrust.org.uk)

National cycle network charity