

Cycling Campaign for North Bedfordshire



New Woburn Road Bedford Cycle Contraflow

Newsletter No 60

June 2011

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

Chairperson	Hazel Mitchell
Vice-Chair	Peter Blakeman
Secretary	Carole Blakeman
Treasurer	Neville Hobday
Membership Secretary	-
Other members	Veronica Brown Hywel Davies

Other positions:

Newsletter Editor	Peter Blakeman
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E-mail: ccnb@ccnb.org.uk

Website: <http://www.ccnb.org.uk>

Promotional website: <http://www.cyclebedford.org.uk>

Campaigning Representation

CCNB is represented on the following committees:

Bedford Cycle Strategy Group

Bedfordshire Rural Transport Partnership Forum

and is a key stakeholder on the preparation and implementation of the:

Bedford Green Wheel

Bedford Stations Travel Plan

Local Transport Plan (LTP3)

It is affiliated to the following organisation:



(previously Cycling Campaign Network - CCN)

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Editorial

Dave Hodgson has been re-elected Mayor following the Borough wide Mayoral election on 5th May 2011 and will now remain in office until May 2015. As a directly elected Mayor he has considerable decision making powers with a cabinet of members to assist him. One of the key members for cycling is Cllr Charles Royden who has been asked to continue his role as portfolio holder for environment and transport.

There have been a number of changes over the last few years with the demise of the County Council and the creation of the new Bedford Unitary Authority in April 2009. Hopefully we will now have a stable period of up to four years in which to make significant changes to cycling and cycling culture in the Borough.

A number of documents and policies have been adopted over the last few years and it is now time to put at least some of the actions they contain into practice. Amongst the documents are those which are part of the Bedford Development Framework - Core Strategy & Rural Issues Plan, Town Centre Area Action Plan, High Street Strategy, Allocations & Designations (still to be adopted) which contains the Proposed Cycle Network and Green Wheel Plan - the Local Transport Plan (LTP3) including the Active Travel Strategy (*p16*), Bedford Stations Travel Plan (*p10*) and internally the Borough's Green Office Guide and Green Travel Plan.

It will be difficult with the cutbacks in local authority spending including the transport budget but cycling meets all the objectives of the Local Transport Plan and can be achieved at a better return on investment than other modes.

CCNB has more than 100 items on a list given to the Borough to improve cycling which has been put together over a number of years from consultations and questionnaires and the concerns of cyclists and non-cyclists who would like to cycle. These range from missing route markings and signage to gaps and better links in the cycle network to improve safety including major items as Bromham Road railway bridge, out of hours through the town centre and 20mph speed limits.

Earlier this year the Department for Transport (DfT) published a Local Transport White Paper (page 18) which contained an announcement of a Local Sustainable Transport Fund to aid local authorities in the delivery of sustainable schemes. The Borough has already put in a bid (*p20*) and the result will be known in late June. If successful its outcomes should give a real boost for cycling in the Borough.

In May a Strategic Framework for Road Safety (*p22*) was published by the DfT with a vision to continue the improvements made in accidents involving cyclists, children and motor cyclists.

Bike Week 2011

Team Green Britain Bike Week this year takes place from 18 to 22 June 2011 and is being promoted as Britain's Biggest Bike Fix Week with an ambitious attempt to repair as many bicycles as possible.

Research has shown that 77% of people own a bicycle yet only 14% use them regularly, so this year Team Green Britain Bike Week is encouraging people to dust down and liberate the thousands of once loved bicycles languishing in sheds around the country by taking part in Britain's Biggest Bike Fix.

On Saturday 18 June 2011 CCNB will be having a joint stand with Sustrans in Midland Road, Bedford to promote cycling while the Borough on an adjacent stand will be offering a Dr Bike service to check over your bicycle.

Tuesday 21 June 2011, the longest day, CCNB has organised a short cycle ride, to be led by our Treasurer, Neville Hobday, starting at 6.30pm from Newnham Bridge - the white bridge at the eastern end of Embankment - going as far as Willington and back along the off-road Country Way, part of National Cycle Network Route 51.

On Saturday 25 June 2011 there will be a Bike Festival in Priory Park organised by Bedfordshire Road Racing Club in conjunction with the Borough Council.

For details of other events in the area check www.bikeweek.org.uk.

Borough Organisation Changes

The Sustainable Transport and Road Safety Team together with the Transport Policy Team at the Borough reporting to Adrian Holloway as Head of Transportation now come under Paul Rowland in his expanded role as Assistant Director - Planning, Strategic Housing and Transport.

Patrick Lingwood - Senior Cycling and Walking Officer - returned to the Borough on 1 June 2011 after his two year assignment with the Department for Transport.

CCNB Summer Social

This will take place this year on Saturday 9 July 2011 at
165 High Street Clapham from 2.30 to 5.00pm

Please come along and meet other members

Goldington Road Off-Road Path

The south side footpath on Goldington Road from Newnham Avenue to the toucan near Riverfield Drive (Tesco) has been converted into a shared use path. This is the completion of work first started by the Highways Agency in the late 1990s.

Outstanding is the creation of a bituminous path across the grassed area in front of the Wayfarer Hotel to link the existing cycle and pedestrian path on each side. As this is common land an application has had to be made to the Secretary of State for Environment, Food and Rural Affairs (DEFRA) for consent under the Commons Act 2006 before the restricted work can be carried out. In the meantime use has to be made of the existing footpath within the forecourt of the hotel.

Care has to be taken crossing Barkers Lane at its junction with Goldington Road until such time that the junction is signalled together with a toucan phase for cyclists and pedestrians.

At the Newnham Avenue end the cycle section has a unsatisfactory link onto the main carriageway just before the junction which could cause some concern for inexperienced cyclists. Unsure cyclists would be better to dismount and walk across the junction using the pedestrian controlled phase of the junction lights.



View along looking east near the set-back section of Goldington Road

Williamson Road Kempston Toucan

The toucan crossing to allow a safe crossing of Williamson Road Kempston on the National Cycle Network Route 51 between the Saxon Centre and Hastingsbury School was completed during March 2011.



Woburn Road Bedford Cycle Contraflow

A cycle contraflow at the end of Woburn Road onto Ashburnham Road was finally completed in the middle of May with the application of a high friction surface. The scheme, originally requested by CCNB as far back as 2001 now allows cyclists commuting to the railway station to legally exit the road (see cover photograph).

At the same time a short length of advisory cycle lane was installed along Ashburnham Road from just north of the junction to the zebra crossing.

Cycle Map Reprint

Due to the popularity of the new third edition of CCNB's Bedford and Kempston Cycle Map published in May 2010 in conjunction with Bedford Borough Council a third re-print has had to be made.

To date a total of 17,000 copies of the three editions have been distributed since it was first published.

Park Avenue Cycle Lanes

The cycle lanes near the Bedford Park west entrance in Park Avenue, eliminated when the section between Pemberley Avenue and Fosterhill Road was resurfaced last October, were replaced during April and extended as far as Pemberley Avenue in conjunction with new marked parking bays. At the same time the missing zig-zag on the north east side of the toucan crossing was also remarked.

Up to the present time this appears to have resolved CCNB's concerns (since 2004) of poor sightlines from the right for cyclists (and other vulnerable people) emerging from the park.



Before



After

Unfortunately the cycle lanes next to the kerb to the east of the park entrance prior to them moving to the outside of the parking bays are still being blocked by motor vehicles. A similar situation also exists where they go back towards the kerb and the junction with Pemberley Avenue.



Before



After

CCNB has asked that these areas are kept clear of vehicles by introducing double yellow lines which would then make parking illegal and subject to being ticketed. It is believed that this will be the case when the rest of Park Avenue is resurfaced.

Cycle lanes indicate to motorists the potential presence of cyclists. However it is not mandatory that cyclists keep within them and in fact if they are blocked by vehicles it would be impossible to do so.

The presence of cycle lanes in other towns and cities has been found to significantly increase the number of people cycling.

Where cycle lanes are on the outside of parking bays a buffer zone is usually provided. However due to road width availability it is not always possible to provide one which gives a proper safety margin for any motorist who may open their car door without due regard to the presence of approaching cyclists. To allow for this eventuality it is advised to always cycle at least one metre out from the side of any parked cars, that is, in the case of the cycle lanes in both Park Avenue and De Parys Avenue, to always cycle in the right hand half of the cycle lanes.



Outside lane marking is 1.5 metre from car park bay line

All Linked In

Bedford Stations Travel Plan

The Bedford Stations Travel Plan which has been developed over the last two years by a steering group of all transport stakeholders including CCNB was launched on Tuesday 15 March 2011 at Bedford Station by the Mayor Dave Hodgson.



The plan will encourage train users to use more sustainable modes of transport to and from the stations such as buses and cycling. This will result in fewer people using their cars which will ease congestion, reduce carbon monoxide emissions and improve air quality.

Many improvements are already underway such as better signage at St Johns Station and the Woburn Road contra-flow cycle scheme.

The Mayor of Bedford Borough, Dave Hodgson said: “The stations travel plan will help to co-ordinate sustainable travel options to and from Bedford’s train stations. We have worked with station users to take measures which support them to use sustainable methods of transport, easing congestion in and around the town and helping to protect the local environment.”.

As part of the launch, a detailed passenger survey was undertaken on the morning of the 15 March 2011 between 6am and 11am and again on Thursday 17 March 2011 between 4pm and 8pm in order to collect the views from the passengers using both stations.

Three of the questions posed were:

‘What are the main modes of transport that you use to get to/from the train station? (please tick up to two boxes)’

The top three main modes from 322 respondents were walking (123), car on own (106) and bicycle (83).

‘Which of the following [eight actions were listed], do you feel would make travel to/from the train station better for you? (please tick all that apply)’

317 respondents put better/direct bus connections top (157), followed by better dedicated cycle routes (99), better walking facilities (57) and better cycle facilities (54).

‘What are the main factors [nine were listed] you consider when choosing your mode of transport? (please tick up to two responses)’

304 respondents cited the top three as time taken (173), cost (144) and convenience (112).

Cycle monitoring carried out by CCNB on the Tuesday and Thursday showed 309 and 306 commuters respectively cycling and parking their bicycles at the station. It was estimated that a further 50 commuters departing and arriving at the station had taken their bicycles on the train. These results were encouraging for what was still the winter period and bode well for the summer commuting season.

Pothole Hit Squad

Bedford Borough Council earlier this year launched a Pothole Hit Squad to quickly and efficiently carry out road repairs following the two harsh winters which have caused serious problems on the roads for cyclists as well as motorists.

Up to the end of April a total of more than 1100 potholes had been filled in.

If you see a pothole on your cycle travels around the town please contact the Highways Helpline on 01234 228661 to have it fixed. If the Borough are not aware of it, it will not get done.

Quote

True patriots don't burn oil - Do your part
(taken from a critical mass poster by Matt Bergstrom).

Annual General Meeting

The CCNB Annual General Meeting took place at The Friends Meeting House, Bedford on Friday 8 April 2011 with 17 members present.

Presentation

The AGM was preceded by an excellent presentation by Peter Knight, Bedford Borough Council's Cycling Development Officer on their new Active Travel Strategy, one of the themes of the Local Transport Plan (LTP3).

Committee

The committee named on page 2 was re-elected for the current year.

CCNB Report for the year ending 31 March 2011

Campaigning is not for those people wanting a quick solution to all their problems and concerns. With continuous restrictions on local authority budgets and planning and lead times, it can sometimes take several years before an issue is resolved or a scheme completed.

Infrastructure

- St Neots Road Pegasus (finally opened November 2010)
- Harpur Street/St Loyes – revised white linings/symbols (2004 request)
- Woburn Road contra-flow (since 2001)
- Bedford Road/ Bunyan Road junction crossing (2009)
- Larkway/Brickhill Drive – toucan replacing life expired loop system
- Cycling allowed in all bus lanes
- Priory Country Park – access improved from Cardington Road end
- Williamson Road toucan
- Goldington Road off-road track under construction (1999 HA scheme)

Campaigning Issues Outstanding (selected)

- Newnham Road contraflow (since 2001)
- Goldington Road (Cricketer's Arms) pinch point (since 2004)
- Bedford Park entrance – parking restrictions (since 2005)
- Clapham FP24 – conversion to Restricted Byway (since 2006)
- Union Street (Warwick Avenue) pinch point (2009)
- Bromham Road Railway Bridge – safety
- Bromham Bridge – safety
- 20mph limits in residential areas including schools
- Cycling through Town Centre (out of hours)

Consultations

Commented on cycling provision on a wide range of development briefs, planning applications and public orders including:-

- Local Transport Plan (LTP3) including Stakeholders Forum – 13 December 2010

- Allocations & Designations Draft Plan
- Town Centre Exhibition - 3 November 2010
- Bedford Station Quarter (PA)
- Waitrose Store - Goldington Road (PA)
- Morrisons Store – Ampthill Road (pre PA)
- Brickhill Drive telecommunication mast/cabinets (PA)
- Wixams Railway Station (PA)

Meetings

Attended regular meetings of the:-

- Bedford Cycle Strategy Group (x6)
- Bedfordshire Rural Transport Partnership Forum (x3)
- Bedford Stations Travel Plan (x3)
- Bedford Hospital ‘BUG’(x3)

also

- CTC/cyclenation Spring Conference – Portsmouth – 17 April 2010
- CTC/cyclenation Autumn Conference – Edinburgh – 6 November 2010
- Bedford Stations Travel Plan launch – 15 March 2010

Events

Manned stall at:-

- Borough Green Fair – St Marks Community Centre – 6 February 2011



- Bike Week - Harpur Square – Jointly with Sustrans and CTC – 19 June 2010
- River Festival – Embankment – 17/18 July 2010
- Beds & Herts Historic Churches Ride – Quaker Meeting – 11 Sep 2010
- Bedford College Sustainability Day – 24 March 2011

AGM – 7 May 2010

Summer Social – 3 July 2010

Christmas Dinner – 16 December 2010

Committee meetings (x6)

Publications

Bedford and Kempston Cycle Map – A third Edition was published in May 2010 in conjunction with the Borough and reprinted in September 2010 and March 2011

Newsletters (x3) published and distributed to members, selected Borough officers and members and others with responsibilities that could influence or promote cycling within the Borough.

A total of 471 publications were sold and approximately 4500 town maps distributed.

Promotions

An article on the benefits of cycling was published in the inaugural November 2010 edition of a new Bedfordshire lifestyle magazine, e-life.

CCNB's promotional website 'cycleBedford' www.cyclebedford.org.uk was re-vamped in December 2010.

Both CCNB and cycleBedford have been promoted through advertisements in the North and South Bedford Link, Brickhill Parish Council Newsletter and Kempston Calling. In the latter it was accompanied by an article on the History of Cycle Routes in Kempston.

People

A founder member of CCNB, John Franklin, has decided to retire from the committee.

John was Secretary from 1995 to 1998 and Membership Secretary and responsible for the distribution of the newsletter from 1999 to the present time.

For a number of years he held cycle maintenance courses and carried out Dr Bike checks on bicycles at CCNB events. Latterly he renovated old bicycles donated or rescued from skips and sold them at his gate with the proceeds donated to CCNB.

CCNB is extremely grateful for this contribution to our funds and all the hard work he has carried out in his official capacities over the years. John was presented with a small gift at the AGM to mark his retirement.

New Goldington Road Superstore

Bedford Borough Council have received a planning application for a new superstore for Waitrose in the former Courts Furniture Store next to Wickes in Goldington Road.

The store will be linked by a new service road and a signal controlled junction to the A428 Goldington Road. The new junction will be have a toucan crossing phase to provide a cycle route from the store to the cycleway which runs along the north side of Goldington Road. Two way access from Perkins Road off Riverfield Drive will also be retained.

A short stretch of three metre wide cycleway will also be built on the east side of Riverfield Drive from Perkins Road southwards to the first roundabout.

The recommended level of cycle parking stands will be provided at the store for staff and customers.

Amphill Road Development

A planning application has been submitted to Bedford Borough Council for a mixed use development on the Krupp Camford site in Amphill Road. The key elements are a Morrisons retail store and customer car park including a petrol station with, in addition, outline approval for a DIY/garden centre, hotel, business starter units and 140 dwellings.

The appropriate level of cycle parking for the each area will be decided at the reserved matters planning stage.

A number of the entrances to the development will be signalled controlled and have cycle/pedestrian phases for the existing off-road dual use track.

CCNB has requested that Section 106 money is allocated to extend and upgrade the existing Amphill Road off-road cycle track.

Marston Vale Innovation Park

A planning application has been issued for initial work on the Marston Vale Innovation Park which will be situated between Fields Road Wootton and the new A421 dual carriageway.

A feature of the development will be a major water body which in the future has the potential to form part of the proposed Bedford to Milton Keynes Waterway. However until funds are available this section will function as a feature in its own right.

The development will also contain a section of the new future alignment of the Sustrans National Cycle Network Route 51 between Marston Moretaine and Kempston.

Active Travel Strategy

The Borough's first Local Transport Plan (LTP3) - see Newsletter No 59 - came into being on 1 April 2011 following approval by the Executive and Full Council.

One of the last of the eight supporting strategies to be approved was the **Active Travel Strategy** and this was the subject of the presentation at CCNB's AGM on Friday 8 April 2011 (page 12) by the Borough's Cycling Development Officer, Peter Knight.

The strategy states that promoting active travel is about locking in the additional benefits of walking and cycling, while acknowledging that these are valid journey choices in themselves. It is recognised that people can participate in active travel by combining their modes of transport for example by cycling to the railway station or walking to and from the bus stop.

The vision is to create an environment and culture in which cycling and walking are seen as the natural choices of travelling because they are convenient, safe, comfortable, healthy and attractive.

Over the next 10 years, to encourage more people to walk and cycle, the Borough Council will employ three approaches, often together in programmes and schemes:

- **Promotion, Marketing and Information**
- **Getting the Built Environment Right**
- **Integration of Active Travel with Community and Public Transport Services**

The Borough hopes with partners (including CCNB) to achieve 'triple win' outcomes, using initiatives geared to tackling various challenges simultaneously to better achieve economic, health and environmental improvements.

The key actions of the strategy are:-

- Provide targeted road safety training for pedestrians and cyclists.
- Undertake local promotional and marketing campaigns and events.
- Ensure active travel information is widely available to the public.
- Support the development of school, business, residential and individual travel plans.
- Improve the highways infrastructure to enhance the safety of and convenience for pedestrians and cyclists using the highway.
- Standardise, improve and update walking and cycling route signing.
- Develop a 'barrier' free cycling network to ensure continuity.
- Increase provision of well placed, secure and sufficient cycle parking.
- Improve the integration of public transport services (buses and trains) with walking and cycling.

Transport Direct Cycle Journey Planner

The Government's Transport Direct information website connecting people to places, has now added 'Find a cycle route' to its door to door journey planner which allows you to plan cycle routes in selected areas around the country, and to choose whether you prefer the quickest, quietest or most recreational route. This is in addition to the existing website menus to find a train, flight, car route, bus, coach or car park.

Advanced options for cyclists allow you to:

- Amend the maximum speeds at which you would like to travel
- Choose to avoid unlit roads, walking with your bike or time based restricted routes
- Select a location you would like your journey to go via

Transport Direct is continuing to work with partners to ensure that there is good quality information and in response to recent feedback cycle journeys where possible now avoid steep hills.

Some 42 areas of the country are now currently available including Bedfordshire (which covers Bedford, Central Bedfordshire and Luton).

During the earlier part of the year City Guides on behalf of the Department for Transport visited Bedford Borough to survey the current cycle network for inclusion on the website and this together with eight other areas was added during April.

The website for 'Find a cycle route' is:-

www.transportdirect.info/Web2/JourneyPlanning/FindCycleInput.aspx

Cycle Scalextric

The Scalextric track has been for more than half a decade a favourite toy for children of all ages. Now from this September they can race around not just a grand prix circuit, but a velodrome, using instead of a pair of sports cars, a pair of Lycra-clad British Olympic track cyclists.

The British toy manufacturer, Hornby, will introduce the set, containing two crouching riders and a banked oval track to cash in on the 2012 Olympic and the success of Team GB at the 2008 Beijing Olympics.

Boris Bikes Expansion

The London bike hire scheme - the Boris or Barclay Cycle Hire - continues to exceed all expectations with members having travelled the equivalent of 13 times to the moon and back in the first six months of operation.

The scheme will be expanded next year to areas of East London bringing a further 2000 bicycles onto the streets.

Local Transport White Paper

The Local Transport White Paper - 'Creating Growth, Cutting Carbon - Making Sustainable Local Transport Happen' - was published by the Department for Transport in late January 2011 together with the associated Local Sustainable Transport Fund (LSTF).

The White Paper sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines Central Government's direct support to local authorities, through the Local Sustainable Transport Fund.

Norman Baker MP, the Parliamentary Under Secretary of State for Transport, in the foreword to the paper said that *'action at local level delivers gain at national level and also delivers results quickly. Getting the economy back on track means making sure people can get to work, to the shops or their local amenities and tackling climate change means encouraging smarter ways of getting around.*

It is the short distance local trip where the biggest opportunity exists for people to make sustainable travel choices. Around two out of every three trips we make are less than 5 miles in length, many of which could be easily cycled, walked or undertaken by public transport and encouraging sustainable travel choices does not just create economic growth and cut carbon, but also contributes to improvements in road safety and in public health.

We believe it is local authorities that know their communities best, and can make the changes needed to encourage people to travel sustainably.

Our commitment to helping local authorities with this vital agenda is why we have set aside an unprecedented £560 million in our new LSTF (see page 20 for the Borough's bid for this fund).

By providing people with options to choose sustainable modes for everyday local transport choices we can boost economic growth by facilitating access to local jobs. Sustainable transport can also influence the quality of our lives, the air we breathe, how healthy and fit we are, the money in our pockets and how long we spend in traffic queues - as well as the pleasantness of our environment and public spaces.

The paper recognises that it is simply not possible for public transport, walking or cycling to represent a viable alternative to the private car for all journeys, particularly in rural areas and for some longer or multi-leg journeys. Therefore the Government is committed to making car travel greener by supporting the development of the early market in electric and other ultra-low emission vehicles.'

An annex to the White Paper (Annex A - Transport Choices) gave the results of the Department for Transport's social research on mode choice of car, bus, rail, walking and cycling.

To the question - Many of the journeys of less than two miles that I now make by car I could just as easily 41% agreed that they could have used a cycle.

Cycling was associated with seven aspects:

- Many different reasons motivate people to cycle such as simply to get from A to B, to get some exercise and to enjoy the social aspects of cycling.
- Cycle ownership is fairly high (42%), but only one in ten (14%) of people are regular cyclists (i.e. cycles at least once a week). Adults who cycle most are likely to be male, in their 30s and non-car owners.
- Those who usually commute to work by bicycle are most likely to live less than three miles from where they work and be in higher social grades (ABC1s). People cycle to work because they see it as cheap, quick and good for their health. Forty one per cent of adults agreed that *"Many of the short journeys I now make by car I could just as easily cycle if I had a bike"*.
- Around 3 in 10 car users say they would reduce their car use if there was better provision for cyclists, such as more cycle tracks, cycle lanes, and parking facilities. More generally, around half (52%) of adults who can ride a bicycle agree that "I would cycle (more) if there were more dedicated cycle paths".
- Safety is cited as the dominant factor in people choosing not to cycle, both in terms of recorded and perceived safety problems.
- Cycling is perceived to be less safe than travelling by car, bus or train, both in terms of traffic danger/risk of accidents and in relation to personal safety/risk of being a victim of crime. However, there is evidence that the health benefits of cycling significantly outweigh the risks - being sedentary represents a greater risk to health. Over 50,000 people die in the United Kingdom each year due to coronary heart disease (of which a contributory factor is physical inactivity) compared to around 100 cyclists killed on the road. Research suggests that for each life lost through a cycling accident, approximately 20 lives were extended by the health benefits of cycling.
- Nonetheless, pedestrians, cyclists and motorcyclists account for more than half of the deaths and serious injuries on our roads so it is vital that as we encourage more sustainable travel we make these means of travel safer.

The full paper can be seen at:

www.dft.gov.uk/pgr/regional/sustainabletransport/pdf/whitepaper.pdf

Local Sustainable Transport Fund

Funding for Active Travel would normally have come from a number of sources of which the main one was from Central Government's Integrated Transport block. Due to the economic situation the budget for last year was significantly cut following the election in June 2010 and the amount for this year has been reduced even further following the Comprehensive Spending Review last October.

To ease the situation the Department for Transport announced in January 2011 the introduction of a Local Sustainable Transport Fund (LSTF), providing £560 million over four years to support packages for sustainable travel schemes that will generate economic growth and help to reduce carbon emissions.

On 18 April 2011, the Borough Council submitted a bid of £5m to the Department for Transport for Tranche 1 grant funding under the above initiative under the project name '**Access to Bedford**'.

'Access to Bedford' will transform Bedford's public transport and sustainable travel facilities with public engagement and support to deliver co-ordinated action on:-

- Infrastructure improvements that remove barriers to walking, cycling and use of buses in and around the town.
- Public Transport services that meet the needs of rural communities in terms of access to facilities in the town.
- Engagement with businesses, groups and individuals to generate behavioural change.

For cycling this includes under:

Transport Infrastructure Improvements

- completing the town's core cycling network giving route continuity off carriageway and cycle route priority to give an advantage for them over comparable journeys by car,
- 20mph limits/zones in residential areas and around schools to improve safety and encourage on-road cycling off the core cycle network,
- clear signing on core cycle routes that are easy to use showing distance/time as well as destinations,
- extra secure cycle parking at key destinations and employment sites,
- cycling schemes based on needs identified in Travel Plans that create sustainable links to schools, employment areas, railway stations and other key destinations,
- Cycling routes and facilities which link to public transport services, rights of way, visitor attractions, parks and open spaces, e.g. cycleable bridleways linking to villages and the extension of the Green Wheel project.

Passenger and Community Transport

‘Wheels to Work’ operation to help people access employment/training by either mopeds, electric bicycles or pedal cycles on a loan basis to enable any rural resident to get to a job or training where they otherwise might have difficulty accessing.

Smarter Choices

School/community travel planning

Bike It - To extend the current programme to one which supports schools in expanding their School Travel Plans by involving not just pupils, but also their parents, families and friends and school staff by way of motivational events, led rides and establishing a bicycle user group or cycling champion within the school community.

Community Change - To develop a programme of sustainable cycling projects which can cater for adults and young people based on a package of branded cycling activities developed and owned by CTC and deployed locally by a dedicated Cycling Development Officer.

Bikeability (Level 1 and 3) - To provide training not just for children but also adults to learn the skills that they need to ride safely. This is in addition to the funding already available for Level 2 training.

Personal Travel Planning

A package aimed to provide people with better information and support about their sustainable travel options to be run and organised by Sustrans. In the first instance to involve at least 20,000 properties in targeted areas of the Borough.

Stations and Workplace Travel Planning

This will be focussed on large employers such as the local authorities, PCT, college and university and the main industrial areas. One element of this work will be to inform and encourage employers in the Borough to sign up to the DfT’s Cycle to Work Guarantee. This section will be done in conjunction with the Sustrans initiated Tranche 2 bid below.

The results of the bids for Tranche 1 funding are expected to be announced by the end of June 2011.

Full details of the bid can be seen on the Borough website under:

www.bedford.gov.uk/transport_and_streets/transport_policy.aspx

A themed LSTF bid under the leadership of Sustrans which covers other local authorities as well as Bedford will be submitted as an expression of interest under Tranche 2 on 6 June 2011 with a final bid by 24 February 2012. This will be used to partly deliver the comprehensive action plan of the Council’s Bedford Stations Travel Plan which was launched on 15 March 2011.

Strategic Framework for Road Safety

The Department for Transport on 11 May 2011 published 'The Strategic Framework for Road Safety' which sets out the government's approach to continuing to reduce killed and seriously injured casualties on Britain's roads.

Secretary for State for Transport, Philip Hammond MP, in the foreword said that *'although Britain today has a road safety record that is the envy of the world, roads can be made safer still. There are too many fatalities and serious injuries due to antisocial and dangerous driving and the strategic framework sets out a wide range of measures to tackle this behaviour. Our focus is on increasing the range of educational options for the drivers who make genuine mistakes and can be helped to improve while improving enforcement against the most dangerous and deliberate offenders. As part of the Government's belief in localism, the strategic framework will give local authorities and other stakeholders the freedom to make their own decisions on road safety so they develop solutions that best suit their communities.'*

Under the **vision for road safety** it says the Government is committed to ensure that the improvements made over the last few decades are continued and in particular, more quickly, those high risks groups such as cyclists and children in deprived areas.

Cyclists after motorcyclists have the highest rates of fatalities and serious injuries per billion miles travelled. As well as the actual risks the perceived risks can be barriers to greater cycling and walking. This impedes the general desire to boost more active travel as set out in the January 2011 White Paper - **'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen'** (see page 18).

The Government's approach is to continue to educate road users about specific hazards - teaching children how to use the roads safely as pedestrians and cyclists and then, as adults, offering them a positive and effective experience of learning to drive and ride.

It states (as previously announced) that funding for **Bikeability** training to level 2 aimed at 10-11 year olds is committed to the period of this parliament and for 2011/12 this will fund 275,000 places - over half the year 6 pupils in England outside London. Level 2 training teaches pupils to cycle on the road providing a real cycling experience so that pupils are able to deal with traffic on short journeys such as cycling to schools in areas where roads are not too busy.

A more responsible approach to using the roads is needed for certain users to continue to reduce the number of collisions involving vehicles, pedestrians, cyclists and equestrians and this has led to a list of actions to be taken on education and enforcement.

Improvements to road safety in itself contributes to economic growth as well as the environment and communities. The evidence suggests that in residential streets and in town centres where there is likely to be a conflict between vehicles and pedestrians, **20mph zones** can contribute to road safety. It is planned to revise and reissue the guidance on speed limits in urban areas with the aim of increasing flexibility for local authorities.

An increasing risk for cyclists is the growing number of accidents involving heavy goods vehicles (HGVs) and this was highlighted in April 2011 by The Independent newspaper campaign to Save our Cyclists.

The Strategic Framework states that trends in **HGV** design have affected driver vision which has contributed to difficulty in seeing cyclists and pedestrians, particularly on the passenger side. This can be a problem with left hand drive vehicles on British roads. To address this issue Fresnel lenses will continue to be supplied to lorries on entry to the UK until March 2013 to help reduce blind spots. In the longer term proposals will be made to amend the mirror standards for HGVs to extend their field of view.

Since 2009 HGV drivers must hold a Certificate of Professional Competence and must receive at least 35 hours of formal training every five years. It acknowledges, however, that other road users such as car drivers and cyclists may not always be aware that HGVs have blind spots and have longer stopping distances than smaller vehicles. It therefore proposes to look into incorporating an HGV awareness element into the learning to drive and ride process, for example through a HGV section in the Highway Code.

It acknowledges also that road safety is only one contributor to the health of the nation and has to be considered in a wider perspective of those who choose to make cycling and walking journeys, as well as benefits for society. There are many synergies between safer, healthier and more sustainable travel although it is recognised that it is not practicable for everyone.

The full document can be seen on:

www.dft.gov.uk/pgr/roadsafety/strategicframework/

Brompton Cycles Updates

Brompton Cycles are due to launch a light corduroy jacket for cyclists in September. The jacket is designed to stretch with the riders hunched frame and have lapels that flip up to reveal reflective strips underneath.

The company is also developing a £2000 electric bicycle which it hopes to launch early next year.

European Mobility Week 2011

The theme for European Mobility Week 2011 (16-22 September) is **Alternative Mobility**.

In order to transform itself into an energy efficient low emission economy, the EU adopted a series of ambitious climate and energy targets to be met by 2020. These included a 20% reduction of greenhouse gas emissions, a 20% increase of energy efficiency and a share of 20% renewables in total energy consumption. One of the major challenges in meeting these objectives is the increasing volume of travel by private cars, which rely dominantly on oil-based fuels. By focussing on alternative mobility, the tenth edition of European Mobility Week wants to support the transition towards a resource efficient transport system by promoting clean fuel efficient modes and human-powered travel. By avoiding, shifting and improving transport at the local level, European towns and cities can improve the energy balance and environmental performance of the transport system and at the same time make urban life healthier, safer and more enjoyable.

The final count of participating cities and towns for last year's week with the theme **Travel Smarter - Live Better** was 2221 of which 43 were from the UK including Bedford.

The winner of the 2010 award was the Portuguese coastal town of Almada which promoted sustainable mobility through dozens of measures. Runners-up were Murcia in Spain and the Latvian capital of Riga.

New and improved bicycle facilities with enhancements to both bicycle networks and facilities such as bicycle stands in public areas were the main topics covered by the finalists.



Budget 2011

It was noted that in the Government's 2011 Budget, approved mileage allowance for cars was increased from 40 to 45p for the first 10,000 miles while for bicycles it remains at 20p.

Underpass Murals

Both the northern and southern cycle/pedestrian underpasses of the A6 at the Wixams have been brightened up and painted with murals.



Cycling Promotions

Battle of the Bronzes - Richard Noon

The two School Mark Bronze Bike It schools in Bedford, Daubeney and Goldington Middle held a one day event in March where a team of 12 from each school competed in a cycle skills competition for the Battle of the Bronzes trophy. Bedford Mayor's Keeper of the Chains, Barry Tappenden, and Bedford Borough's Cycling Development Officer, Peter Knight, showed the two teams 'how to do it' and a British Cycling Regional Coach managed the competition. The result was close with Daubeney Middle awarded the trophy after being just one point ahead.

Big Pedal Event - Peter Knight

This was a three week national challenge held in March organised by Sustrans and funded by the Bike Hub which aimed to encourage children to cycle to school and promote healthy lifestyles. Over 828 schools took part and 606,9191 total cycling journeys were made over the event.

Mileage from each school taking part in the scheme was added into a national computer, which logged how many miles each school had done during the challenge.

Eight schools in Bedford Borough took part and the highest ranking Bedford school in 513th place was Goldington Middle. As a reward for their improvements in cycling levels during this event Goldington and Beauchamp Middle Schools won a half day show in April by Team MAD national stunt team.

Sustainable Community Strategy Update

The forty aims originally proposed in Bedford Borough's Sustainable Community Strategy 2009-2021, which was put together by the Bedford Borough Partnership Board two years ago after extensive consultation, are now thought to be too ambitious in the current economic climate although they are still the long term goal of the strategy.

For 2011/12 the aims have been reduced to four priorities which can be delivered and accountable.

One of the four is 'Making our communities safer'. Its main topic is 'Speeding' and the menu of services and resources is likely to include:-

Community speed watch schemes, speed-reactive signs, mobile speed indication devices, reducing speed limits, speed awareness courses and awareness raising campaigns in schools.

Reducing speed limits meets the aim of one of CCNB's campaigns - to make cycling (and walking) safer in our communities through the introduction of a default 20mph speed limit not just around schools but for all residential areas.

Pen Portrait - Hazel Mitchell

Each newsletter we intend to give a pen portrait of one of our members. For the first one we start with the person who has been our Chair since CCNB was founded in 1992.

I learnt to ride as a child, and used a bike regularly on the busy roads of South-East London. Falling off has been the result of disregarding both ice and gravel! Cycling really took off when we needed a second vehicle for work, in Bedford around 1975. This was purely for economical reasons. However, the priority soon became environment first, then convenience, then economy.

That's why, in 1992, I felt a strong urge to do something more for the environment and began the Cycling Campaign. Cycling has been an important aspect of my life, including its encouragement whenever possible during my Mayoral year 2000-2001. Highlights include two extremely enjoyable London to Brighton rides, two Centenary (100 mile) rides round Norwich and York, and three excellent trips on the Bunyan Trail round the county.

It is good to see our children and grandchildren following our tradition as cycling families, and I hope to continue for a few years cycling into town for meetings, shopping and other events.

Bedford offers a cyclist good opportunities even though the roads are more and more crowded, but every time I cycle I am reducing pollution and congestion, which is increasingly important to me. It also keeps me fit!



Hazel Mitchell as Borough Mayor outside Bromham Mill together with CCNB members, Peter Blakeman and Dave Lukes, and Chair of Bedfordshire County Council 's Cycle Forum, Cllr Peter Hollick at the opening of the new cycle route between Bromham/ Biddenham and Bedford on 20 April 2001.

Diary

18 - 26 June 2011	- Bike Week 2011
Saturday 18 June 2011	- Stand with Sustrans - Midland Road
Tuesday 21 June 2011	- CCNB Ride
Saturday 25 June 2011	- Cycling Festival - Priory Park
Saturday 9 July 2011	- CCNB Summer Social
Saturday 10 September 2011	- Bike 'n' Hike
16-22 September 2011	- European Mobility Week
Thursday 22 September 2011	- In town without my car day
Saturday 15 October 2011	- cyclenation/CTC Conference - Sheffield

cycleBedford



Cycling Campaign for North Bedfordshire Objectives

- ◆ To promote, encourage and support cycling as an important means of transport and recreation.
- ◆ To encourage consideration of the needs of cyclists in all aspects of transport planning and management, access issues and recreational use.

Membership

If you have not already joined, or if you know a friend or relative who would be willing to lend their support, we would be delighted to welcome you as members. Please write to:

Membership Secretary, c/o 15 Dove Road, Bedford, MK41 7AA

Please include your name, address, postcode, telephone number and e-mail address (if available) together with your subscription.

Adult £3.00 (£13 for 5yr); Under 16 £1.00; Family £5.00 (£22 for 5yr)