

Cycle Bedford

Olympic/Paralympic
Legacy

Let's cycle
or
cycle more often

Issue 64
October 2012

The Voice of Cycling Campaign for North Bedfordshire



Cycling part of Longholme Way subway mural

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

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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  (<http://www.cyclenation.org.uk>)

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New Members

We welcome to CCNB new member: Marion Wallace.

Editorial

This summer has been a fantastic year for cycling starting with Bradley Wiggins winning the 2012 Tour de France to become the first British winner in its history and Mark Cavendish claiming his 23rd stage victory. This was followed by Cycling Team GB winning 12 medals (8 gold) in the London Olympics and 22 medals (8 gold) in the Paralympics.

On top of this was the Borough's successful 'Access to Stations' bid in June 2012 for money for cycling improvements from the Department for Transport's Local Sustainable Transport Fund (page 29).

On 18 September 2012 it was also the twentieth anniversary of the Cycling Campaign for North Bedfordshire (CCNB) whose history was published in the last newsletter.

What will be the cycling legacy?

One of the main UK bike retailers has already seen a significant rise in bike sales over the last three months with 'front wicker baskets' showing a 55% increase as people use their bikes for visits to the shops.

Cycle counts conducted by CCNB at Bedford railway station have continued to increase with this summer's counts 7% higher than the corresponding period in 2011.

The Paralympics however has brought home to the population in general that for some disabled people cycling is a way for them to have mobility with specially adapted bikes and tricycles while the less disabled are turning more and more to e-bikes.

The on-road and off-road cycle network must be able to cater for these cyclists as well as for families with child trailers and the growing trend for cargo bikes. It is for this reason that the Department for Transport issued in September 2012 as Local Transport Note 1/12 an update of its off-road infrastructure guidelines to complement the 2008 Cycle Infrastructure Guidelines LTN 2/08. In the update (see page 30) there has been a revision of the recommended minimum widths for off-road paths.

As part of junction renewals and essential resurfacing of a number of roads in the Borough we have seen welcomed cycling infrastructure added at minimal cost (pages 7 and 9) although not all cycle lanes have been to the recommended width.

Unfortunately there has been also a lack of co-ordination and standardisation of projects between officers within the Borough which is creating a non-uniform and disjointed network (pages 8 and 10).

There is also an excessive use of 'Cyclist Dismount' and 'End of Route' signs. All these aspects have to be remedied if we are to create a first rate network to encourage more residents to cycle.

New Sustrans Area Manager - Peter Bate

Hello to all at CCNB.

My name is Peter Bate and I am the newly appointed Sustrans Area Manager for Bedford, Central Bedfordshire, Luton & Hertfordshire. Andy Knight who I have replaced is now the Project Manager for Infrastructure for the whole Eastern region. Like Andy I have a beard but it is a little less grey!

I have been cycling for many years and have been actively involved in cycle campaigning since 2006 in Leighton Buzzard where I live and I am currently Chair of Buzzcycles, our campaign group. Prior to the Sustrans job I worked for six months for the Leighton Buzzard cycle town project which was a great experience. Prior to that I ran my own company and by background I am a software engineer.

Campaign groups and volunteers are vital eyes and ears on the ground and usually know their patch in greater detail than it is possible for someone covering a larger area. I am always happy to receive updates, suggestions and offers of assistance.



Sustrans is expanding the range of tasks volunteers get involved with but the core remains route monitoring and maintenance. The Bedford volunteer group is reawakening and I hope to organise a maintenance day soon on National Cycle Network Route 51 in conjunction with Bedford Borough Council and BTCV (British Trust for Conservation Volunteers).

Please feel free to get in touch.

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Front Cover

The picture on the front cover of this issue shows the cycling section of the mural in the subway under Longholme Way.

The mural was designed by local illustrator Scarlett Tierney.

Scarlett alongside Newnham Ward Councillor Kirsty Adams and a number of members of the public painted both sides of the subway on 24 September 2011 as part of a Pride in Bedford Rivercare event. The event had seen 117 volunteers clearing litter from in and around the river area.

Golden Moment

Some of Royal Mail's much-loved red post boxes turned gold this summer to celebrate every Team GB and Paralympics GB gold medal win. This was the first occasion in modern times when Royal Mail has changed the standard red colour of its UK post boxes from 1874, with few exceptions.

To commemorate Bedfordshire cyclist, Victoria Pendleton's Olympic gold medal, the post box in Brook Street, in her home town of Stotfold was one of those re-painted.



CCNB Treasurer, Neville Hobday, at the gold postbox in Stotfold

This is in addition to her having a road between Stotfold and Arlesey, Pendleton Way, part of the National Cycle Network route named after her on 18 July 2007.



New Cycle Schemes - Recently Completed

Park Avenue

Cycle lanes and double yellow line markings were put in on Park Avenue at the end of August between De Parys Avenue and Kimbolton Road. A short section on the south side between St Alban Road and Kimbolton Road is still outstanding and is expected shortly.

At the Bedford Park entrance opposite De Parys Avenue it has significantly improved the sightline for all vulnerable people crossing the road at this point as well as reducing the pinch point of the central reservation for cyclists on Park Avenue.

CCNB had originally requested this improvement in 2005.



Sightline before



Sightline after

St Peter's Street

St Peter's Street, an important east-west route for cyclists commuting to/from the town centre from the north east and east side of the town, was resurfaced during late August and cycle lanes introduced on both sides of the road together with a Advanced Stop Line at the High St end.



Kingswood Way Toucan

A new toucan crossing has been completed during August 2012 on Kingswood Way in Great Denham to improve the safety of pedestrians and cyclists in the vicinity of the new Great Denham Primary School.



Linked to the crossing is a stretch of dual use path on the west side leading northwards to the entrance of the proposed Park & Ride site where parents will be expected to park their cars and on the east side south to the entrance of the Health Centre.

CCNB has queried these new paths as they do not agree with the published Great Denham master plan for the area.

St Alban Road 'H' Bar

At the request of CCNB an 'H' bar has been placed across the dropped kerb in St Alban Road from the toucan. A number of vehicles have been illegally parking across this access point.

If cyclists find accesses blocked they are advised to contact:

Parking Services
on tel: (01234) 718057 or e-mail: parking.shop@bedford.gov.uk.



Manton Lane/Brickhill Drive Junction

The traffic lights at the Manton Lane/Brickhill Drive junction, life expired for a number of years, were finally replaced during September 2012 and the opportunity taken to improve the safety of the junction by creating a left hand turn lane for traffic from the south together with signalled crossings for cyclists on both arms of Manton Lane. The Brickhill Drive/Manton Lane off-road cycle track is an important route for commuters and students attending the Biddenham Upper School as well as the nearby Bedford Modern School. The crossing plus a short track to nearby Turner Way will give an alternative route to the town centre.

The junction exhibits a first for Bedford of having cycle/pedestrian direction signs also set in the track itself.



New Waitrose Store Area

The new Waitrose store in Perkins Road, off Goldington Road opened on 8 August 2012. As part of the planning permission a number of conditions were imposed on the developer to ensure that the store could be accessed by sustainable means. Unfortunately a number of them have not been complied with and CCNB is trying to find out what went wrong and how the situation can be remedied.

One condition which was met however is a prime example of how not to provide the high quality cycle infrastructure that was going to be the norm of the new Bedford Unitary Council, namely a short stretch of segregated off-road track on the east side of Riverfield Drive from Perkins Road to the Tesco roundabout with a bus shelter at the mid point with 'Cyclists Dismount' signs on either side.



One positive outcome was the two areas of undercover cycle stands provided for staff and customers.



Biddenham Turn



Biddenham Turn Improved Cycle Infrastructure

The original end of the off-road track can be seen near the 40mph sign

The point at which cyclists leave the off-road cycle track in Biddenham Turn has been moved further away from the Bromham Road junction due to a recent incident in which a Biddenham school student was knocked off her bicycle by a car entering the road.

A short section of cycle lane has also been provided and a curved arrow placed in the centre of the carriageway at the junction to inform motorists to avoid the cycle lane.

There are many other areas on the cycle network where small improvements such as the ones at St Alban Road and Biddenham Turn could make it much safer for cyclists, particularly for students cycling to school.

CCNB has a list of these potential improvements which is regularly updated and copies given to the borough for implementation when cash becomes available.

Share the Road

CCNB members took part in the launch of De Parys ward 'Share the Road' initiative on Monday 13 August 2012. Posters was placed on a number of lampposts along Polhill Avenue depicting in turn a motorist, bus driver, lorry driver, motor cyclist, cyclist and pedestrian to highlight road safety by reminding drivers that they need to provide more space and time for cyclists to encourage cyclists to use the road and cycleways instead of pavements.



New Transport Minister

In the government reshuffle of 4 September 2012, Patrick McLoughlin replaced Justine Greening as Secretary of State for Transport, Simon Burns replaced Theresa Villiers as Minister of State and Stephen Hammond replaced Michael Penning as Parliamentary Under-Secretary of State for Transport responsible for road safety.

Norman Baker, Parliamentary Under-Secretary of State for Transport, retained his position as being responsible for cycling.



European Mobility Week

Each year European Mobility Week focuses on a particular topic related to sustainable mobility, the so-called focal theme. Local authorities are required to organise activities for their citizens based on this theme. They are also encouraged to launch and promote permanent measures that support the theme.

The theme for 2012 which took place on 16 to 22 September 2012 was 'Moving in the right direction'.

EU Commissioner for Transport, Siim Kallas, said at the start of the week:

"While responding to the challenge to make our cities cleaner and safer, we have to find the right balance for our daily travel needs. We dislike traffic congestion, noise and pollution, and we are aware of the risk of road accidents, but quite often our good intentions do not translate into sustainable mobility. This is why European Mobility Week supports the development of pedestrian areas and cycle infrastructure, the improvement of public transport, and brings together local communities. This year's focus on Sustainable Urban Mobility Plans calls on towns and cities to join us in making the right choices for public transport, shared road space and fluid passage for everyone".

Europe wide there were 2157 participants this year with the two top countries being Spain with 614 and Austria with 548. As last year the response from the UK was very poor with only 9 entries.

Bedford

Fortunately one of UK towns was again Bedford alongside near neighbours Luton and Peterborough.

Bedford started its activities on Tuesday 18 September with a '**Commuter Challenge**' involving a bicycle, motor cycle, bus and motor car. This is the third year running that this has been done. On the two previous occasions the starting point was Kempston and Brickhill respectively with the town centre as the finishing point. This year the starting point was outside Homebase in Riverfield Drive and the finishing point the railway station where more than 400 commuters already arrive there each week day by bicycle.

The bus used was the scheduled 0800 No 4 service from Goldington (Tesco) to the Town Centre.

As on the previous challenges the bicycle, this time a Brompton ridden by the Cycling and Walking Officer, Patrick Lingwood, was the winner followed closely by the motor cycle, the car and finally the bus passenger who had to walk from the bus station.

Cycling beats the traffic

Wednesday 19 September saw a stall in the town centre giving health and travel advice and free bicycle security marking by Neighbourhood Watch. This was followed on Thursday 20 September by a Dr Bike giving free bicycle check-ups and again free bicycle security marking.



On the evening of Saturday 22 September more than 150 people attended a 'School of Us' Open Air Cycle Powered Cinema event around the Castle Mound. The film, 'Belleville Rendez-vous', was shown powered by two volunteer cyclists. Comments from the audience ranged from 'great' to 'brilliant'. One member stated "It was great - loved the tea lights, the film, the welcome and the bikers."



Next year's theme is expected to be

"Cities more liveable and more intelligent".

Clapham Footpath 24 - Update

A draft report was finally received from the Borough in June 2012 with respect to CCNB's application to the then County Council in July 2006 to have the Hawk Drive Brickhill to Green Lane Clapham Footpath No 24 converted into a 'Restricted Byway'. The application submitted was on the basis of 20 years use by cyclists (cyclists have in fact used it for more than 40 years) following the passing into law of the Natural Environment and Rural Communities Act 2006.

The report based on a consultant's recommendation proposed refusal due to insufficient evidence of usage and presence over the years of various signage. A number of members have sent in comments to what is believed are unfounded conclusions and we await the final decision.

In the meantime the Borough Council owned section of the track was partially washed away during July's severe rain storms making it a safety hazard. CCNB was pleased with the Borough's rapid response to repair the damage and at the same time to cut back the vegetation which was starting to narrow its width.



track after July 2012 storm



track after repair and hedge trimmed and vegetation cleared

Climate Local Commitment

Climate Local is a new initiative launched on 28 June 2012 by the Local Government Association (LGA) - led by local government for local government - to drive, inspire and support council action on climate change. The initiative succeeds the Nottingham Declaration on Climate Change which had previously been signed up to by over 90% of councils including Bedford Borough Council in 2007.

At the 19 September 2012 meeting of the Borough's Sustainability Committee it was resolved to sign up to this initiative to continue its commitment to reducing its own carbon emissions and impact on the environment and further its work to help residents and businesses to mitigate and adapt to climate change.

The Climate Local initiative offers a framework which includes support in the form of topic based guides and other resources, which will assist councils to determine and develop appropriate commitments and milestones that reflect local priorities and opportunities for action.

The aim is to develop a suite of commitments and actions that are chosen by the Council to demonstrate our commitment to addressing climate change and to challenge ourselves to build on our achievements so far.

There are 7 theme guides that are currently being prepared by the LGA to assist councils in choosing commitments, actions to fulfil the commitments and targets and indicators with which to measure progress:

- Mainstreaming climate change
- Energy
- Local economic growth
- Natural environment
- Planning and the built environment
- Transport
- Waste
- Health and communities

Commitments are likely to include generating money from renewable energy, creating new jobs and investment in green industries in their area, tackling fuel poverty, protecting the local environment and improving public transport, cycling and walking to encourage more people to seek an alternative to travelling by car.

Report: The Council's Environment and Sustainable Communities Overview and Scrutiny Committee at their meeting on 28 February 2013 is due to receive an update on cycling and how the council can promote sustainable forms of transport such as cycling and walking.

Restoration Project

1954 Raleigh "All Steel Bicycle" - Richard Impey

I like vintage bicycles. My quest for an older bicycle started when I questioned what I wanted in a bike. It had to be affordable, rugged, comfortable, dependable, and something with a bit of character.

I have purchased many bikes from my local auction centre (Peacock Auction). Buying a bike at an auction is exciting; it's like eBay but with faces. Set your (spending) limits and stay within them. The bike that took my heart looked like it had be dragged out of the river, left in a garden and then years later thrown back in. Beyond its flat bald tyres and brake pads diminished down to the metal it was covered in rust, grime and a thick oily paste of dirt. However, the bike has a charm about it and the size of the frame was perfect for my height. I had to have it; the bidding war went well and I was on top. I won!!! Affordable - check.



Dragging back 'Rusty' (I give all my bikes names) from the auction house gave me time to reflect on why I wanted this older Raleigh to begin with. These types of bicycles are built to last; Quality heavy duty steel (frame,



into the hub to power the lights (no need for batteries), comfortable leather saddle (Brooks B66). Lots of character and attention to detail;

Each wheel spoke head has the Raleigh 'R' stamped into it, lugged frame (not spot welded like some modern cheap bikes), three Raleigh peacock symbols in the chainset.

Almost everyday for six months I fixed up 'Rusty'; my 1954 Raleigh. I took the bike apart piece by piece. With the help of my grandfather (and his garden shed) we sanded down all the parts to be painted and hammered out the dents in the mud guards. Unfortunately, the mud guards were beyond repair because some parts were completely eaten by the rust and it was too brittle to be sanded down. Luckily, I had another Raleigh to swap parts with – a 1958 Raleigh. I think you can see where the price starts to depart from affordable when one needs two older bikes. We primed the frame, front fork, and mud guards with a few coats over a weekend. Then comes the paint; now I could have purchased the cheapest exterior fence paint I could find but instead I wanted something a bit special; a glossy classic black coach enamel paint (expensive paint requires an expensive paint brush).

At home, hours and hours were spent cleaning the metal rod brake parts, spokes, and hubs with extra fine steel wool, oil, and metal polish. The chain and hub were bathed in oil.

The next thing was to make the bike whole again.

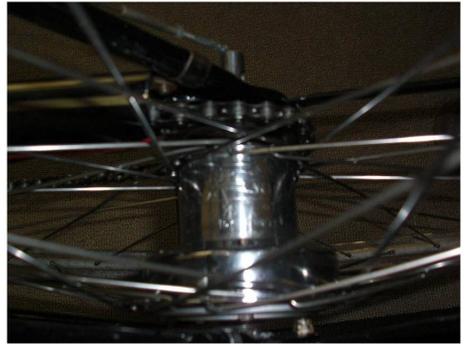
Putting the bike back together also took a considerable amount of time. Re-spoking the wheels and making them true (straight) was a daunting task. Everything took time. For example, one of the bolts broke on the rod brake set and I looked everywhere for a replacement – they just don't make these bolts any more – I don't even know where the nearest bolt factory is.

I spent a zillion hours on a project which was a labour of love. I cannot place a price on what I learned from this project; not all 26 inch wheels are the same size (26x1^{3/4} is not the same as 26x1.75), why the brass nipples at the end of the spokes are brass (so they don't bind together over time), how to spoke a wheel, truing a wheel, types of brakes,



removing pedals (not easy from Rusty – not to mention (reverse) threading), bearings and grease and bottom brackets, more about magnets (dynamos), bicycle and British industrial history – in fact the things I learnt go on and on...

I have finished my 1954 Raleigh restoration project and I have ridden the bicycle a few times. It's good but it's slow and heavy. Honestly my expectations were not really met - don't get me wrong the bicycle is beautiful, its just that it has a time and a place. That time would be on a relaxing Sunday just cruising around a lake; it's not right for an everyday



commuter. The thing I enjoyed most is the positive time/energy in restoring the bike. A true labour of love.

Cycles on the Thameslink Route

An Update - Hywel Davies

With all the other things going on this summer it has been easy to forget about taking cycles on trains, but the picture for those wanting to take a cycle to London from Bedford or Flitwick is much improved.

Late in 2011 Thameslink introduced the much heralded new 12 car trains. Not that they are any use to cyclists on a weekday, but the new Electrostar stock being used to run these peak hour trains has full disabled access toilets in the second car of the four car units, with space for cycles in this area too. This is an improvement because it does not require the lifting of the folding seats found in the cycle storage area of the older stock - seats that are often occupied if you do not happen to join the train at the start of its journey.

First Capital Connect are silent about tandems in their material about cycles on trains. In spite of Bill Tordoff's humorous writings about tandem smuggling through Bedford Station (ref Newsletter No 57) we have taken our tandem on the Thameslink route many times over the past three years. Usually on a Sunday, but not always, and without any incident with FCC staff. It is no problem tucking a tandem and a "half bike" into the cycle space on the older stock, although it's actually easier on the Electrostars. But the real improvement is at the other end, at the now nearly completed new stations, particularly Farringdon and Blackfriars.

West Hampstead has been upgraded, and new stairs and lifts installed, with a new concourse at street level on the west of the running lines. The lifts are big enough for tandems, too, if you tip them up on end. West Hampstead gives access via a short ride to Paddington station, for those going further afield, and Little Venice, Regents Park and Camden Town are all in close range. For those who fancy a climb, you can head up the hill towards Hampstead Heath, where cycling is possible on a number of the paths and tracks.

The new Kings Cross St Pancras International Thameslink station opened sometime ago, replacing the squalid arrangements that passed for a station on the Pentonville Road site. The new station has wide platforms and good lifts, albeit with a change and a walk across the footbridge at mezzanine level to access or leave the northbound platform. This gives access to the area around St Pancras. It is an area with many one way streets, so it is well worth planning your escape from or approach to the station carefully.

Farringdon has been extended for the 12 car trains, and almost completely rebuilt. This is in part a reflection of how ramshackle it was before the extension work began, but the new station is a vast

improvement. The platforms have been extended southwards, under a brand new concourse which has been built south of the now pedestrianised Cowcross Street opposite the old Underground Station. And the new station incorporates lifts to both platforms, lifts big enough to take the tandem. It's so much more pleasant getting off here and using these lifts to street level, and then cycling away from the station along Cowcross Street towards Smithfield meat market, rather than getting off at St Pancras and joining the traffic around the station.

In the week you can also use the new lifts at City Thameslink, outside peak hours, for a solo cycle. For those wanting the south of the river, the new Blackfriars Station offers just the ticket. The first station in Britain to be built on a bridge, the new Blackfriars has access both north and south of the Thames, with lifts at each end. They are certainly big enough to take a single cycle, but we have yet to try taking a tandem to Blackfriars so do not know if it will fit in the lift. Blackfriars is not yet complete, but it is worth a visit.

As well as bridging the Thames, Blackfriars is now a small power station, with a photovoltaic array covering the whole of the roof. For those who want to know more, the Royal Academy of Engineering magazine, *Ingenia*, is available on line with a really interesting article on the new station, at

<http://www.ingenia.org.uk/ingenia/articles.aspx?Index=757>

Finally, First Capital Connect trains serve London Bridge. Whilst this is still in the process of being upgraded, and will be for another six years, such are the constraints of upgrading the lines that thread through the area around the listed Borough Market, and does not yet boast lifts, there is a gently graded ramp leading from the main entrance at the foot of the Shard up to the Thameslink platforms. These are shared with Southeastern services to Kent and Sussex, which is very useful for travelling further afield.

So all in all the Thameslink route is much more cycle friendly now, making it much easier to take a cycle to London. And if you want to know where to go when you get there, then watch for the next newsletter....

Brompton Bikes

An interesting article on the history of Brompton folding bikes can be seen as a .pdf on the link:

<http://www.ingenia.org.uk/ingenia/articles.aspx?index=792>

Brompton's latest venture is the hiring of Brompton bikes through the creation of a sister organisation Brompton Dock. How it works can be seen on page 28.

Cycle Stands

Having a place to securely leave your bicycle at your destination is one of the main concerns of cyclists and is said to put some cyclists off using their bicycles for non-leisure purposes.

Castle Road

A change in ownership of the Cop Shop in Castle Road to a café has



seen the removal of the two 'Sheffield' cycle stands originally available and customers are having to use adjacent lampposts to secure their bicycle. CCNB have asked if new stands can be put in this area but most of the available land is outside the borough highways ownership.

Two new stands have however been put outside the One Stop shop further east.

Park Hotel, Kimbolton Road

The four 'Not fit for purpose' Butterfly stands installed on inside of the new wall at the Park Hotel in Kimbolton Road earlier this year do not meet Borough cycle parking guidelines. They were also not secure as one of the four is already missing.

Approved 'Sheffield' stands are expected to replace them before the end of the year.



Ashburnham Road Car Park

The cycle stands re-installed in the Borough's new Ashburnham Road car park at the north east corner on the desire line to the railway station have now been made more secure and put under cover although to-date they are not regularly used.



Bedford Railway Station

In Newsletter Issue 62 (February 2012) it was stated that First Capital Connect would be installing additional cycle parking stands at Bedford station by the end of March 2012 to accommodate an extra 42 cycles for commuters.

Unfortunately they did not materialise and are now expected to be installed over the next two-three months. The stands were to partially replace the 54 spaces lost in November 2010 when the forecourt was re-organised to accommodate extra premium car parking spaces.

General

CCNB has requested for some time that additional stands are installed at Borough Hall and Church Lane shops together with replacement of the Butterfly types in Ram Yard.

Double Decker Cycle Stands

Due to space restraints a number of railway stations are installing double decker cycle stands. Examples at the main London stations can be seen at Waterloo and Euston.

First Capital Connect (FCC) which runs the services from Bedford station has been awarded £100,000 to increase cycle parking by an additional 100 spaces to meet commuter needs. As there is very little room at Bedford FCC are considering the use of double deckers of the type they have recently installed at St Albans station. The Borough's Cycling Officer and your Editor were invited by FCC to St Albans during August to see what they were like.

While not suitable for all types of bicycles and not so easy to use for those commuters who are less fit or agile they do give some advantage in space needs. Consequently it has been agreed to use the grant to trial two sets of this type of stand at Bedford. It is hoped that they will be installed before the end of the financial year.



An Orion Double Decker cycle stand at Waterloo station supplied by Streetsure similar to the ones proposed for Bedford

New Cycle Guidance for Stations

Local transport minister Norman Baker on 31 August 2012 unveiled guidance aimed at train operating companies and local authorities designed to improve facilities necessary to increase the number of train passengers cycling to stations.

The Cycle-Rail Toolkit produced by the Association of Train Operating Companies (ATOC) and endorsed by the Department for Transport (DfT) sets out best practice in cycle rail measures to encourage commuters to use a bicycle for journeys to train stations. It aims to build on the 40% increase in cycling to train stations seen from 2007 to 2009, given that 60% of the UK population lives within a 15-minute bicycle ride of a station.

The guidance acknowledges that reduced car parking would have an impact on revenue but states that, where there is limited available car parking capacity, this will limit growth in train service patronage.

“Encouraging existing passengers to cycle can free up car parking for new customers. One car parking space accommodates eight bicycles,” the guidance says.

The document says that catering for increasing amount of folding bicycles is “unlikely to be a complete solution because they compete for luggage space and passenger space”. Instead, it advises measures to accommodate bike use at both ends of journeys or to provide ‘PlusBike’ tickets that include bicycle hire and a train journey for one fare.

Baker said in the foreword [before DfT’s recent heroic franchising fiasco]: “By granting longer and more flexible franchises, we give the private sector a stronger incentive to invest in the improvements passengers want, including better cycle facilities at stations and the toolkit will help them embed cycle-rail provision firmly in their business objectives.”

The 60 page toolkit can be down loaded from:

<http://cycle-rail.co.uk/hq-cy/wp-content/uploads/2012/05/ATOC-Toolkit-low-res-single.pdf>

Cycling Archive

Extracted from the Bedford Record and Circular for 27 January 1953

“How long would it take to get to the moon and back?

Nearly a lifetime on a bicycle according to 80 year old Harry Webb of Bower Street, Bedford.

Since he took up cycling in 1902 he has covered a total of 464,234 miles which we are told is equivalent to a return trip to our nearest solar neighbour.”

Brompton Dock - Cycle Hire

A new cycle hire organisation, Brompton Dock, a sister company of Brompton bicycles, was launched last year to create in collaboration with partners the world's first and only cycle hire scheme that uses a fully-automated docking station especially designed for Brompton folding bikes. The system enables the storage of up to forty folded Bromptons in a single car parking space.

A pilot scheme in partnership with South West Trains was started in Guildford in August 2011 to obtain experience from users and their expectations. By the end of 2012 the scheme will have been introduced to 17 locations and is expected to reach 25 by summer 2013.

Current locations of Brompton docks are Greenwich University, Manchester Piccadilly, Stoke on Trent, Ealing, Exeter St Davids and Bristol Temple Meads as well as Guildford. Locations to be opened shortly include Ashford International, Canterbury, Leicester, Maidstone, Oxford, Reading, Southampton, Tonbridge and the London borough's of Hounslow and Southwark.

Full details of the scheme can seen on the website:

<http://www.bromptondock.co.uk>



Self contained solar powered 40 bay dock acting as a vending machine for folding bike hire piloted at Guildford during 2011

Could Bedford be a possible future location!

Cost to Society of Car Use

A new report from the Institute for Public Policy Research (IPPR) states that current motoring taxes fail to cover two-thirds of the costs imposed on society by motor vehicle use.

Rejecting any notion of a 'war on the motorist', the report says motorists pay only 6p/km in fuel duty and VAT, but the cost of congestion, death/serious injury, air pollution, reduced public health, noise and CO2 emissions from car use is over 15p/km, or around £50 billion per year.

The report says this estimate doesn't include costs that are difficult to quantify such as "severance of communities, degradation of landscape and the opportunity cost of land".

The IPPR urges the Government to "make every effort to avoid further delays in fuel duty increases", which will cost the exchequer £14bn in total over the five years from 2011-12.

The think tank also points out that, while taxes are high, overall motoring costs have fallen by 5% since 1997 if the cost of buying cars, insurance and repair costs are included.

The report also highlights that two-thirds of the poorest 10% of households have no car and rely on public transport, bus fares rising 69% since 2001, compared to the 5% real terms decrease in motoring costs since 1997.

The full report can be seen on the website:

<http://www.ippr.org/publication/55/9542/the-war-on-motorists-myth-or-reality>

Cycle Funding

Council budgets are getting ever tighter with Bedford Borough having to deliver £36m of savings over the four years to 2016.

We have been fortunate this year in having a number of cycle schemes introduced on the back of essential maintenance programmes but for the immediate future additional funding has to come from Section 106 planning agreements with developers or by bidding for funding from the Department for Transport (DfT) or other funding streams.

Bedford has had its ups and downs in this respect but after rejection of its 'Access to Bedford' bid from the DfT's Local Sustainable Transport Fund (LSTF) in July 2011 it was successful with its 'Access to Stations' bid in June 2012. The bid had been put together by Sustrans with the Borough acting as a co-ordinator for a number of local authorities. Bedford's share of the £4.803m grant is £665k over three years.

Another successful bid by Sustrans for £200k from the DfT will be used shortly for improving the riverside path from The Slipe to Gt. Denham.

New Local Transport Note

The Department for Transport in September 2012 issued a new Local Transport Note (LTN) 1/12 - Shared Use Routes for Pedestrians and Cyclists replacing LTN 2/86 - Shared Use by Cyclists and Pedestrians (DoT 1986) and the draft LTN 2/04 - Adjacent and Shared Use Facilities for Pedestrians and Cyclists. The primary reference for cycling infrastructure however still remains LTN 2/08 (DfT 2008b).

In the new note the hierarchy of solutions (carriageway first – footway conversion last) is endorsed with a chart showing preferred solution against traffic flow and speeds. However, there are cases where new paths are suitable, e.g. in rural areas or serving children.

Cycle tracks should have priority over private accesses. Designing a cycle track so that cyclists do not have to stop or slow down is important. At side roads, priority can be given to cyclists if there is a hump or alternatively it can be designed with a hump but without priority. A cycle audit is strongly recommended where a cycle track is proposed. Designing cycle tracks is not straightforward and should be done by experienced cycle planners.

Conflict between pedestrians and cyclists on cycle tracks is not common. Therefore shared paths are endorsed as much as segregated paths and are often the simplest and least visually intrusive option.

Many older people cycle, and some disabled people use cycles as a mobility aid. A high quality shared use route can make it easier for them to remain active. Some use tricycles and it is important that physical restrictions do not prevent their access to shared use routes.

The following minimum width measurements supersede LTN 2/08. Designers should generally aim for greater widths.

Shared paths should be a minimum of **3m** effective width. Effective width applies where there is a flush boundary (e.g. grass). Where these are bounded by a kerb up to 150mm high, add 200mm width by vertical feature 150-600mm high, add 250 mm width by a vertical feature over 600mm high, add 500mm width.

Segregated paths by white line or median grass strip should have a minimum total width of **4.5m**, with the pedestrian side at **1.5m** and cycle track at **3m** effective width (add measures above where bounded on the cycle side).

Segregated paths by kerb/vertical feature should have a minimum total width of **5m**, with the pedestrian side at **2m** and cycle track at **3m** effective width (add measures above where bounded on the cycle side).

The two documents can be downloaded from:

<http://assets.dft.gov.uk/publications/ltn-01-12/shared-use-routes-for-pedestrians-and-cyclists.pdf>

<http://assets.dft.gov.uk/publications/local-transport-notes/ltn-2-08.pdf>

Environment

The bicycle shown below or what is left of it - the frame - has been attached to a 'Sheffield' cycle stand in De Parys Avenue outside St Peters Church for some months causing an eyesore and a hazard when it was sprawled on the ground.

What was left of the vandalised bicycle



During August/September CCNB asked the borough to remove the hazard.

The De Parys Avenue cycle stands had also collected an assortment of cycle locks but to make doubly sure that they had been abandoned a notice was placed on each stand to say that they would be removed after 7 working days if not removed beforehand.

If anybody sees an abandoned or vandalised bicycle anywhere in the borough please have the item removed by contacting the Borough's Environmental Group on telephone (01234) 718255 or via e-mail

environmentalenforcementteam@bedford.gov.uk

Have you noticed: Nearly all the 'Sheffield' stands in the town centre area have been repainted with black paint over the last few weeks.



Setting Local Speed Limits

The Department for Transport in July 2012 issued draft guidance for consultation on setting local speed limits which at the end of the year is expected to replace their guidance to local authorities - Circular 01/06 Setting Local Speed Limits. The new guidance incorporates recent changes that have increased flexibility for local authorities to implement 20mph limits and zones where it can be shown that they benefit road safety and quality of life.

Traffic authorities are asked to keep their speed limits under review with changing circumstances and to consider the introduction of more 20mph limits and zones, over time, in urban areas, to ensure greater safety for pedestrians and cyclists.

Making roads safer, will make them more attractive and encourage more cycling and walking which in turn will reduce local road congestion and pollution. This will then lead to better public health as well as contribute to a reduction in road casualties.

Although the relationship between speed and likelihood of collision as well as severity of injury is complex, there is a strong correlation. As a general rule for every 1 mph reduction in average speed, collision frequency reduces by around 5%.

Green Space Strategy 2012-2021

Bedford Borough Council issued a draft Green Space Strategy document on 1 August 2012 for consultation with responses from the public requested by 14 October 2012.

The Strategy is based around a proposed long term vision and a set of supporting aims and objectives for all publicly accessible green space, including that owned by the Borough Council, town and parish councils and other public, voluntary & community and private sector providers.

Cycling is covered by section **GSS5** - To maintain, improve and promote sustainable transport links to/from publicly accessible green space.

Objectives:

5.1 Develop and promote increased use of the public rights of way network to access publicly accessible green space

5.2 Ensure that publicly accessible green space access issues are addressed in appropriate strategic transport plans.

5.3 Develop and implement strategic projects which promote improved pedestrian and cycle access to publicly accessible green spaces.

The full document can be seen on the website:

http://www.bedford.gov.uk/council_and_democracy/consultations/greenspace.aspx

Campaign for Justice Review

British Cycling and Cycling Weekly on 29 August 2012 called on the Lord Chancellor to launch a comprehensive review of the justice system and how it operates when people are hurt or killed on the road.

They stated “Our members and readers believe that all too often the justice system fails cyclists and their families and this urgently needs addressing so that we have a system that is fair to everyone and creates the right incentives for people to behave responsibly on the roads.”

Julian Huppert, MP for Cambridge, co-Chair of the All Party Parliamentary Cycling Group has tabled an Early Day Motion (EDM) in support of the campaign. The motion had been signed by 83 MPs as of 28 October 2012. The more signatures it gets, the more pressure there will be on the government to take the campaign seriously. Unfortunately, Richard Fuller, MP for Bedford & Kempston, does not sign EDMs.

Martin Gibbs, British Cycling’s Policy and Legal Affairs Director said: “This is an issue which concerns everyone who cycles, whether they are a world champion or someone who rides their bike to work occasionally.

The creation of a safe and welcoming environment for cycling has many elements. One of those elements is how adequately people feel they are protected by the law. It is clear to us that the current justice system often delivers results which send the wrong message about the right of people to ride safely on the roads. We need everybody to take action now to make the government take this issue seriously.”

Early Day Motion 407 tabled 16 July 2012

“That this House notes that many victims of road accidents do not feel that the criminal justice system adequately protects or supports them in the aftermath of their case; further notes that it is important that those who have suffered traumatic incidents are given effective and sympathetic support as they attempt to rebuild their lives; welcomes the work of British Cycling and other groups, including CTC, Sustrans, London Cycling Campaign, The Times, Cycling Weekly, RoadPeace and Brake to raise the profile of the issue; and calls on the Ministry of Justice to review carefully the evidence they have submitted and undertake a comprehensive review of each part of the criminal justice system, from crash investigation standards through to sentencing guidelines, to ensure that it is fairer for cyclists, pedestrians and other road users who are hurt or seriously injured on the country's roads”.

Wikipedia

CCNB now has a presence on Wikipedia:

http://en.wikipedia.org/wiki/Cycling_Campaign_for_North_Bedfordshire

NICE - Walking and Cycling Guidance

NICE, the National Institute of Clinical Excellence, is an organisation funded by Department of Health, but is expected to give impartial advice based on strict criteria on health and public health. Its public health guidance sets out the recommendations as to what organisations with an impact on public health should do on the basis of public health evidence. Of particular importance is the cost of the intervention against the expectation of benefit, i.e. in better health and longer life and less cost to the NHS. The advice is not mandatory but carries weight especially among health professionals.

Their latest guidance document on 'Walking and Cycling - local measures to promote walking and cycling as forms of travel or recreation' is expected to be published during October 2012 following consultation on a draft issued in April 2012.

Allocations & Designations Plan - Update

The Borough's Allocations and Designations Plan was submitted to the Secretary of State (through the Planning Inspectorate) on 25 May 2012 for examination under section 20 of the Planning and Compulsory Purchase Act 2004 (as amended).

The Secretary of State has appointed an inspector from the Planning Inspectorate to examine the soundness of the plan. The hearings start on Tuesday 20 November 2012 and are expected to continue for 3 to 4 weeks.

The section on the Cycling Network (Policy AD41) to which CCNB made a written representation will not be heard until Tuesday/Wednesday 15/16 January 2013.

See CCNB Newsletters Noes 55, 57, 58, 59 and 61 for earlier comments on the plan.

Rights of Way Improvement Plan - Update

The Borough's Rights of Way Improvement Plan 2012 - 2017, a 5 year programme of activity to improve access to the countryside to meet the current and future needs of the residents of Bedford Borough and visitors to the area was adopted by the Executive Council on 29 June 2012.

The full document can be seen by clicking the relevant document on the website:

http://www.bedford.gov.uk/environment_and_planning/countryside/rights_of_way/rights_of_way_improvement_plan.aspx

China - Bicycle turns Full Circle

Bicycles are becoming the latest lifestyle choice for young Chinese as pollution in Chinese cities reaches dangerous levels and restrictions are placed on the use of motor cars. Even car manufacturers are marketing bicycles with BMW selling its own range of luxury bicycles in Beijing.



**Saturday 24 November 2012 10am - 3pm
Harpur Street (Corn Exchange) Bedford**

The theme of this year's event is, "Why don't you...?"

In the season of New Year's Resolutions, we'll be encouraging people to make a change by suggesting ways to get more active or involved in the community. A variety of groups will be on hand to offer advice and ideas for reducing waste and saving energy, getting involved with local growing projects, projects for Eco-Schools, leisure cycling on Bedford's Green Wheel and a wide range of volunteering opportunities to keep fit, active and have fun while caring for the environment. There will be demonstrations, displays, stands and refreshments.

Visitors to the fair will have a choice of 'greener' gifts for Christmas and something a little different for those 'difficult to buy for' people or they can take a break from the pressure of shopping and have a cup of tea while the children enjoy the free craft activities. After all that, they can pick up helpful hints on ways to reduce the hole in their pockets with tips on how to save money by adopting a more sustainable lifestyle

**CCNB hope to have a stall at this event
Please come and see us.**

CCNB Christmas Dinner

This years CCNB Christmas Dinner is once again at the Skyline Restaurant at Bedford College.

The date is Wednesday 12 December 2012

A booking form with the menu details will be sent shortly to all members.

Local Cycle Rides Contact:

CTC - North Beds Section - (01234) 219148

Cycling Campaign for North Bedfordshire



Our Vision

To see Bedford as a
'Town of Cyclists' & 'Cycle Friendly Communities'

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

Please contact us if you have any cycling issues or better still, consider becoming a member to give us added weight in our discussions with the relevant authorities. Write to:

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

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

Single £3.00 (£13 for 5yr); Family £5.00 (£22 for 5yr)