

Cycle Bedford

Get Bedford Cycling

- complete missing gaps
- extend 20mph speed limits
- more cycle training

Issue 66
June 2013

The Voice of Cycling Campaign for North Bedfordshire



New Riverside Cycle/Pedestrian Bridge - White Elephant!

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>)

Bedford Borough Council Contacts:

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New Members

We welcome new members Colette, Ronald, James and George Cox and Trevor Wall.

Editorial

Good news for Bedford is the successful grant from the Department for Transport to improve the safety of the Union Street roundabout for cyclists (page 27) and the approval for the additional width of the cycle/pedestrian bridge which will cross from St Mary's Gardens to the proposed Riverside North development and an off-road route to the town centre (page 5).

As a result of a second petition (page 12) calling for safe cycling a council meeting has urged the Executive to put cyclists at the forefront of its policies in order to make Bedford a safe cycling area.

Talk over the last two months has been about the 'Get Britain Cycling' report from the parliamentary inquiry held earlier this year with its 18 recommendations (page 18). It is hoped that this will bring a large budget for cycling in the summer's Comprehensive Spending Review to be announced shortly by the Government.

Get Bedford
Cycling

Complete
missing gaps
and signage in
cycle network

If this is the case it is time that Bedford received a reasonable slice to enable it to 'Get Bedford Cycling' by completing missing gaps and signage in the cycle network, extending the town's 20mph speed limits (page 25 for latest) and enhancing cycle training for all school children and those residents who would like to take up cycling but have either not cycled before or only a number of years ago.

The number of cycle stands in the borough continue to increase (page 14/15) although we are still waiting for additional ones at the railway station and in the town centre.

Extend 20mph
speed limits

Enhance cycle
training

When cycling is discussed Amsterdam or Copenhagen always come to mind, but there are many towns and cities in other countries where significant numbers of urban cyclists can be found. One such place is Pisa in Italy (page 22).

UK residents own more bikes than cars although quite a lot are left unused in sheds or garages. It has also been reported that at least 85% of residents are able to ride a bike so there is no excuse for not getting it out and start cycling. The cold and wet weather has delayed the turnout of summer cyclists to add to those who cycle throughout the year but it is hoped that this is now over and we will continue the progressive increase in cycling that has been seen in recent years.

Front cover photograph and those on pages 8 & 9 by Paul Penman

Riverside North Development

The planning application for the Riverside North development site was approved by the Borough on 25 March 2013.

The most important part of the development for cyclists is the proposed pedestrian/cycle bridge linking the site with St Mary's Gardens. The width of the bridge at 3.0 metres was believed by CCNB to be too narrow for the expected volume of cyclists and pedestrians likely to use it. This was accepted by the developer and the bridge will now be 4.0 metres at its narrowest point although the Borough's Highway Engineer believed this should have been further increased to 5.0 metres. By default it is likely to become part of the National Cycle Network Route 51 as it will avoid cyclists from the west having to cycle up the narrow ramp to Prebend Street and then crossing the bridge and the road at the toucan to continue along the south side of the river towards Priory Park.

Since it was originally proposed the design of the bridge has also been improved by removing the long ramp and steps at the northern end.

CCNB's other main concern that there was no direct route through the development to the town centre and beyond has been covered by a planning condition which must be submitted and approved before any development takes place.

Access to Stations - New Project Coordinator

Hi - I'm Yo Higton. I started working for Sustrans, in partnership with Bedford Borough Council this March. I have been recruited as part of the Department for Transport's Local Sustainability Transport Funding (LSTF) which was awarded to Bedford in June 2012 to encourage people to use sustainable transport to access the station.



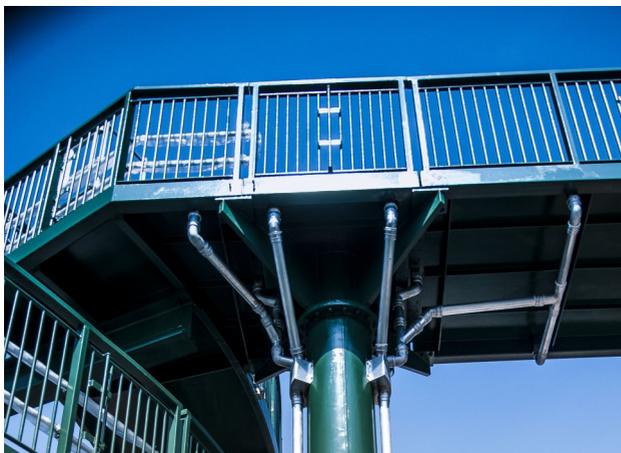
Before joining Sustrans I worked in Bristol for an environmental consultancy that specialised in waste and recycling. I personally specialise in behavioural change and communications in relation to environmental issues.

Over the next few months I will be at the station and around Bedford talking to people about cycling, walking and using the buses. I will also be conducting Personalised Travel Plans to help people find the best route to the station.

If you would like any further information, please contact me by email at yo.higton@bedford.gov.uk.

Front Cover - New Riverside Cycle/ Pedestrian Bridge

The cover of this issue shows the new 'Meccano' built bridge alongside the river spanning the Bedford to Bletchley Marston Vale railway line. The bridge has been built to replace the old footbridge which had to be dismantled in 2011 to allow overhead cables to be installed on this section of line to accommodate new sidings for 12 carriage length trains as part of the upgrade of the Bedford to Brighton route.



As the footbridge was on a Right of Way, Network Rail originally agreed to provide a new underpass for both pedestrians and cyclists in its place. Due to space constraints and underground services this was changed to an over-bridge with disabled compliant spiral ramps.

After the initial interest will it continue to be used regularly or become simply a 'white elephant'! Only time will tell. A cyclist or pedestrian will have to walk 250 metres to use the bridge when it will be much easier to continue to duck under the low level 6 metre length underpass.



It had been hoped that the existing underpass would have been rebuilt to give the required height. This will have to be done when a 'drop lock' for the proposed Bedford to Milton Keynes Canal is eventually constructed.

A428-A6 Link Underpass

When the A428-A6 link is built the present Bromham to Bedford cycle track will pass under the new link and come out onto The Baulk before continuing along Bromham Road. The rural nature of The Baulk as shown below will then become an image of the past.



Gone also will be the hazardous crossing west of the current roundabout at the Gold Lane/Bromham Road junction due to the high speed of traffic from the Bedford direction and the large arrow signs on the roundabout giving poor sightlines for pedestrians/cyclists on the central island.



Route 51 Bridges

The National Cycle Network Route 51 between Oxford and the east coast during its travel through Bedford passes over many bridges. A few of them are shown in the photographs below and on the following page:





*Bridges (above clockwise from top left) -
Chethams, Rink Island, Abbey and Kings Ditch
(left top) - Queen's, (left bottom) - County
(below) - proposed bridge location - riverside north to St Mary's Gardens*



New Cycle Schemes - Recently Completed

Howbury and Bower Street Cycle Contraflows

Cycle contraflows based on the new relaxed rules from the Department of Transport were introduced in early April 2013 in Howbury Street and Bower Street as part of the scheme which has made the two roads one-way for motor traffic; Howbury Street one-way north to south and Bower Street south to north.

One way traffic in these two streets for motor vehicles was originally proposed in 2004 but since this time concerns related to insufficient capacity within the roads to allow two-way traffic to safely pass have increased resulting in local residents requesting the changes implemented.



Howbury Street junction with Castle Road

Great Denham Park & Ride

A new Park & Ride has recently opened in Great Denham. The site allows motorists bringing pupils to the new Great Denham Primary School to park there and walk to the school. As part of the development a bus loop has been installed together with a dual use cycle track between Muirfield and Kingswood Way.

Great Denham Park & Ride Photographs



View from Muirfield of bus loop from Kingswood Way entrance in the background and cycle track around each side with car park to the left



Muirfield cycle/pedestrian entrance



End of Cycle Route - Kingswood Way

Cycling e-Petition Update

In the last newsletter (Issue 65 February 2013) it was mentioned that since September 2010 it has been possible to create an e-petition on the Borough's website and if it receives over 30 signatures, it will be scheduled for a Council debate at a meeting of the Full Council.

One of the first e-petitions posted has been on **Cycle Safety in Bedford**. This closed on 28 February 2013 with a total of 65 signatures.

The applicant, Mrs Collette Cox, was invited to put her petition before the Borough's Full Council meeting on 27 March 2013. The minutes reported the following:

Mrs Collette Cox introduced her petition consisting of 65 signatures which requested that the Council make Bedford a safe cycling area, and safe for children to cycle to school and adults to cycle to work, all year round.

Mrs Cox said she had lived in Bromham for around 19 years and commuted into the town each day. Whenever she discussed cycling to work with friends and colleagues they invariably indicated that they would not wish to cycle as they did not feel safe.

Mrs Cox commented that a number of vehicle drivers shouted abuse at cyclists, they also parked cars in cycle lanes which caused cyclists to move into the main stream of traffic which was not safe for adults let alone children.

Mrs Cox added that many cycle lanes simply stopped or continued into footways and this was not safe for pedestrians, as quite often they could not hear cyclists approaching. She often cycled in the dark and although the cycle route was excellent she was unable to see very well due to the oncoming vehicle lights. Wheeled bins left out on cycle lanes also presented their own difficulties.

Mrs Cox said, in her opinion, that the improvements in cycle ways in the town had been excellent, particularly in Dame Alice Street, Bedford. However, at the approach to the double mini roundabout, at the junction of Bromham Road with Shakespeare Road, Bedford drivers still tried to make two lines of traffic which resulted in them occupying the cycle lane. She suggested that either additional signage was required or drivers should be educated. As well as clearly defined cycle lanes, she requested that there was proper enforcement taken against drivers who parked in a cycle lane.

Mrs Cox advised that in her opinion, Ashburnham Road, Shakespeare Road and Prebend Street, Bedford were particularly dangerous, especially those roads where tree routes protruded into the footway.

Mrs Cox commented that if people were made to feel safe when they were cycling then more people would cycle to work and school. This

would improve the town's health and reduce the cost of healthcare for the increasingly overweight adult and child population. Congestion would also be reduced and school children would be more alert when starting their lessons.

Members of the Council made the following comments in relation to the petition:

- *Council policies with regard to cycling were generally supported particularly as these improved the health of residents.*
- *It was important that residents benefited from cycling in safe conditions and that cycle lanes were properly marked.*
- *Discussions had taken place with Officers with regard to the potential to provide a cycle lane in Shakespeare Road, Bedford.*
- *It was important that people were educated so that they had proper lighting on their bicycles and did not use headphones whilst cycling.*
- *Drivers, pedestrians and cyclists must all be aware of each other on the highway.*
- *Cycle lanes in Bedford should be made mandatory so that this would provide the necessary power to issue Penalty Charge Notices to drivers who parked illegally in cycle lanes.*
- *The Environment and Sustainable Communities Overview and Scrutiny Committee had previously considered the issue of cycle ways in Bedford, however, there remained a number of gaps in the network which needed to be linked. The Committee would continue to raise the issue, as well as increase the importance of cycling.*

The Portfolio Holder for Environment and Transport, Councillor Royden made a number of comments referring to those made in response to an earlier petition at the previous Council meeting regarding cycle lanes in the town. He added that when any road improvements were carried out, consideration was also given to making improvements for cyclists.

Councillor Royden indicated that Network Rail, in 2014, as part of the electrification of the railway would be looking to improve a number of structures including the Bromham Road, Bedford bridge. He also referred to the £665,000 which had been allocated over three years by the Local Sustainable Transport Fund.

Councillor Royden moved and the Mayor seconded that the Council continue to put cyclists at the forefront of its policies in order to make Bedford a safe cycling area and safe for children to cycle to school and adults to cycle to work, all year round. The motion was carried by the meeting and it was resolved:

That the Executive be urged to continue to put cyclists at the forefront of its policies in order to make Bedford a safe cycling area and safe for children to cycle to school and adults to cycle to work, all year round.

Cycle Stands

All approved planning applications in the Borough for new or significant extensions to dwellings, businesses, schools and public buildings call for cycle parking stands to be installed as part of the development. Numerous types are available in the marketplace but many are considered 'Not fit for purpose', one example being the 'Butterfly' type which only secures one wheel which can be easily damaged if the bicycle is knocked. At a minimum the frame and one wheel of a bicycle should be secured. The common suitable type is the 'Sheffield', an inverted 'U'.

A Cycle Parking Guidance document is available from the Borough which specifies the recommended types, gives advice on the number and spacing required for each type of location.

Recent cycle stand installations have been at The Glebe Surgery in Clapham, Great Denham Primary School, St Mark's Church Brickhill and Bromham Library.



*The Glebe Surgery Clapham
Two 'Sheffield' stands replacing the original four 'Butterfly' stands*



New Great Denham Primary School stands - already well used



<- St Mark's Church, Brickhill

Bromham Library ->



Waste Recycling

We are all being urged to increase our level of recycling and householders have a black, green or orange bin (or bag) to enable them to do this. There are also strategically placed bins in local neighbourhood centres and elsewhere.

Within Bedford there is also the Waste Recycling Centre in Barkers Lane which is currently managed by HW Martin on behalf of Bedford Borough.

With 21% (2011 Census) of the borough's households not having access to a motor vehicle how easy is it to access the centre by sustainable means.

At present there are no restrictions using a trailer or cargo bike.

However, one of our members has found it a different matter when they were refused access on arriving on foot with a wheel barrow. The explanation was that as the site has been designed for vehicle use only there is no provision (protected walkway to separate vehicle and pedestrian traffic) to allow the safe passage of pedestrians into the busy site.

They were advised to obtain a permit by telephoning 01234 718013 or visiting the website

http://www.bedford.gov.uk/environment_and_planning/rubbish,_recycling_and_waste/waste_recycling_centre.aspx

and then on the day to contact the centre on telephone 01234 354917 to arrange a time slot where they could be met at the site gates and escorted into and out of the site safely.

We have been told that the Council and the site contractor are currently looking at reviewing various aspects of the permit system and site operations including health and safety aspects.



*Waste Recycling
Centre entrance in
Barkers Lane*

Things to Come - Cycle Rage

Amsterdam in The Netherlands has seen a 44% increase in cycle use over the last two decades. Unfortunately it has come at a price - Cycle Rage.

Although the city has 200,000 street cycle parking stands it is not enough and has led to commuters being under stress as they can spend 20 minutes or more trying to find an empty railing or lamp post on which to secure their bicycle.

The head of Amsterdam's transport authority has said that "Dutch cyclists believed they had a right to be able to park where they wanted to go. If I told Amsterdamers they would have to walk, they would probably need the rest of the day off".

One solution planned is to create 9,000 more parking spaces at the Central railway station.

Bicycle Recycling

The ReUse Centre, formerly called Furniture Link, was founded in 1997 as a charitable trust and since then has become an established reuse Charity and Social Enterprise. Focused mainly on furniture and electrical goods, the company operates throughout Bedfordshire collecting donated household goods and selling them at low cost. It has a warehouse in Gadsby Street and a shop in Church Arcade.

The Centre has now started to accept bicycles in any condition and if they can be easily repaired will be sold at low cost or otherwise the metal sold as scrap. They already have an arrangement with Bedford's household waste recycling centre in Barkers Lane to collect any bikes which are deposited there.

Website: <http://www.thereusecentre.org.uk/about.php>

Bikes required in any condition by The ReUse Centre

Can be collected or left at

1a Gadsby Street, Bedford, MK40 3HP or
shop in Church Arcade

Telephone: (01234) 353578

Get Britain Cycling

In CCNB's last newsletter (No 65, February 2013) a year in the life of The Times Campaign 'Cities fit for cycling' was reported. Since this issue considerable progress continues to be made.

The Parliamentary inquiry on '**Get Britain Cycling**' organised by the All Party Parliamentary Cycling Group (APPCG) with a panel of MPs and Peers held six evidence sessions between 23 January and 6 March 2013 with a wide range of witnesses including CCNB's umbrella organisation, Cyclenation.

The inquiry report containing 18 recommendations written by Professor Phil Goodwin, Professor of Transport Policy at the University of the West of England, was published on 23 April 2013.

The report stated that urgent action was required to address Britain's chronic levels of obesity, heart disease, air pollution and congestion and the evidence presented showed a remarkable degree of consensus among cycling organisations, local authorities, health professionals and others about what needs to be done.

A fundamental cultural shift in how we think about the way we travel is needed and there is a powerful case for substantial investment in cycling, and the huge benefits this would deliver for town and countryside alike.

The recommendations were divided into five broad topics.

A New Priority For Investing Public Funds

Cycling budget of £10-£20 per year per head of the population, for a sustained period

1 - Create a cycling budget of at least £10 per person per year, increasing to £20.

2 - Ensure local and national bodies, such as the Highways Agency, Department for Transport (DfT) and local government allocate funds to cycling of at least the local proportion of journeys done by bike.

3 - Cycle spending that makes a tangible contribution to other government departments, such as Health, Education, Sport and Business, should be funded from these budgets, not just the DfT.

Redesigning Our Roads, Streets And Communities

The objective of good design is to create a safe and comfortable cycling experience for the entire end to end journey

4 - A statutory requirement that cyclists' and pedestrians' needs are considered at an early stage of all new development schemes, including housing and business developments as well as traffic and transport schemes, including funding through the planning system.

5 - Revise existing design guidance, to include more secure cycle parking, continental best practice for cycle-friendly planning and design, and an audit process to help planners, engineers and architects to think bike in all their work.

6 - The Highways Agency should draw up a programme to remove the barriers to cycle journeys parallel or across trunk roads and motorways corridors, starting with the places where the potential for increased cycle use is greatest.

7 - Local authorities should seek to deliver cycle-friendly improvements across their existing roads, including small improvements, segregated routes and road reallocation.

8 - The Department for Transport should approve and update necessary new regulations, such as allowing separate traffic lights for cyclists and implementing Part 6 of the Traffic Management Act 2004.

Safe Driving And Safe Speed Limits

Cycling is a safe activity - but could be more so

9 - Extend 20mph speed limits in towns and consider 40mph limits on many rural lanes.

10 - Improve HGV safety by vehicle design, driver training and mutual awareness with cyclists; promote rail freight and limit use of HGV's on the busiest urban streets at the busiest times and use public sector projects to drive fleet improvements.

11 - Strengthen the enforcement of road traffic law, including speed limits and ensuring that driving offences - especially those resulting in death or injury - are treated sufficiently seriously by police, prosecutors and judges.

Training And Education

Bikeability should continue to be funded and expanded

12 - Provide cycle training at all primary and secondary schools.

13 - Offer widespread affordable (or free) cycle training and other programmes to encourage people of all ages and backgrounds to give cycling a try, as evidenced by NICE.

14 - Promote cycling as a safe and normal activity for people of all ages and backgrounds.

Political Leadership

To Get Britain Cycling we need vision and leadership from the very heart of government

15 - The Government should produce a cross-departmental Cycling Action Plan, with annual progress reports.

16 - The Government should appoint a national Cycling Champion, an expert from outside the Department for Transport.

17 - The Government should set national targets to increase cycle use from less than 2% of journeys in 2011, to 10% of all journeys in 2025, and 25% by 2050.

18 - Central and local government and devolved authorities should each appoint a lead politician responsible for cycling.



*Ian Austin MP (APPCG co-chair) Julian Huppert MP (co-chair)
Dr Sarah Wollaston MP (treasurer)*

The Prime Minister within days endorsed the report but stopped short of committing himself to forcing through the change although during a visit to cycling manufacture Hope's high technology factory in Lancashire at the beginning of May he stated:

"There is huge clamour for cycling - it's a growth industry - and I will be looking with an enthusiastic eye to see what we can do."

In the Commons on 22 February 2012, the Prime Minister had said of The Times 'Cities Fit for Cycling' campaign:

"If we want to encourage the growth of cycling we've seen in recent years, we need to get behind campaigns like this." Now is the time for these words to be turned into actions."

To help put pressure on the Government The Times has raised an e-petition calling on the Prime Minister to implement the report's recommendations. It had been signed by a total of 40,000 people within one week and at the time of this newsletter's publication by 65,000.

Latest

The Coalition Government, according to reports, is on the point of creating a new £1 billion 'Office for Active Travel' (OAT) to promote cycling and walking policy across ministries which could be announced during the summer's Comprehensive Spending Review.

Various public figures in the frame as potential cycling 'czars' are Olympic gold medallist Chris Boardman and former head of Cycling England and President of Cyclenation Philip Darnton.

The report summary and recommendations can be found under:

<http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling1.pdf>

The full report can be accessed from:

http://allpartycycling.files.wordpress.com/2013/04/get-britain-cycling_goodwin-report.pdf

Get Bedford Cycling

How does Bedford Borough stack up against the recommendations that are relevant to local authorities? - Committed but could do better.

The Borough has good cycling policies in place with regard to new development schemes and does obtain funding through the planning system (recommendation 4).

It has had a cycle parking guidance document since 2006 and ensures that secure cycle parking is provided in all relevant planning applications. Design guidance to planners, engineers and architects for cycle friendly infrastructure is not always consistent and based on best practice and there is a need for a stronger cycle audit process (recommendation 5).

Small improvements in cycle infrastructure are being made in conjunction with other highway work - but comments made above are also relevant here (recommendation 7).

Some 20mph speed limits have and are being introduced in the Borough but only on a small scale. The process needs to be significantly expanded over the next few years to cover all residential areas (recommendation 9).

Cycle training is offered to 10 year olds but must be enhanced to cover a wider range of pupils and training levels (recommendation 12).

Some cycle training is given to people of all ages and backgrounds but there is a need for much more (recommendation 13).

More promotion could be carried out (recommendation 14).

The Borough has a lead politician responsible for cycling but the position needs to be strengthened (recommendation 18).

Cycling in Pisa

Pisa, a city in Tuscany, Italy sits astride the Fume Arno (River Arno) and is famous the world over for its Duomo (Cathedral) and Torre Pendente (Leaning Tower).



Pisa is also a city of bicycles - not the mountain bike type commonly seen in England - but the more traditional type (see below) with mudguards, chain guards and baskets - most were ladies' models. They are used by residents of all ages and sex to carry numerous types of goods (and people) from plants to dogs and children on seats behind the handlebars to ones on the back. All the cyclists seen were dressed in normal everyday clothes.



Although there are a number of two way cycle lanes separated from the traffic by a kerb and some completely off-road routes, most people seemed to cycle along the standard road.

Central Pisa and the historical centre are predominantly pedestrianised areas and during a recent visit by your editor it was interesting to see how pedestrians and cyclists intermixed with no hint whatsoever of any conflict between the two different modes, a situation also seen in most northern European towns and cities and a cultural change that is overdue in England.



Moulton Bikes and your Editor's Connection

Late last year saw the death aged 92 of the engineer and inventor, Alexander Eric Moulton. Dr Moulton was a suspension expert and in the 1950s designed the suspension system on the small wheel Mini, designed by his friend Sir Alec Issigonis and in the 1960s created the Moulton small wheel bicycle which benefitted from a new front and rear suspension system to give a more comfortable ride. He believed that small wheels with high pressure tyres would result in less rolling resistance than larger wheels and less inertia and therefore greater acceleration.

This brought back memories to your Editor. Although he did not meet Alex he took an active part in the physical testing of the rear rubber to metal suspension unit for the first Moulton Bike as well as the hydro-elastic suspension for the mini while he was employed by the John Bull Rubber Company in Leicester during the early 1960s.



1960s original version

The Moulton bicycle also featured a radically different frame design to the traditional 'double diamond'. Known as a 'F-frame' due to its unusual structure it had no crossbar and could therefore be easily mounted.

At the time it was noted as the first major leap in bicycle development since the evolution of the Safety bicycle by JK Starley in the 1880s.

The bicycle was launched at the Earls Court Cycle Show in 1962.

Tyne Crescent - 20mph Zone

During May 2013 Tyne Crescent and its adjacent roads were made a 20mph zone. This is designed to improve the safety of the high footfall of pedestrians and the many cyclists who use the road by reducing the speed of traffic in the vicinity of the St Thomas More Catholic Teaching School.



Start of 20mph zone - Tyne Crescent junction with Avon Drive

Orders and plans were also issued by the Borough during April 2013 for:

- High Street Bedford from St Peter's Street to St Paul's Square North
- Linden Road, Lansdowne Road, Dynevor Road and Warwick Avenue Bedford
- The Links (and side roads) Kempston

Jeremy Clarkson - Cycle Convert

As the amount of driving in the UK continues to fall, Jeremy Clarkson who has always looked down on cyclists, has joined the masses who cycle by buying a bicycle himself.

London Cycle Budget

In March 2013 the Mayor of London, Boris Johnson, announced an Olympic legacy for all Londoners in the form of a £913 million budget to create a city where people feel they have the choice to use a bicycle instead of a motor car.



The plan's chief element is a cycle route more than 15 miles long — a so-called Crossrail for bikes — which will run from west London to Canary Wharf and Barking. It will be substantially segregated, with dedicated bike tracks on part of the Westway and Victoria Embankment; other routes will be semi-segregated, with bikes better separated from traffic. There will also be a new network of “Quietways”: signposted, continuous routes on side streets for those who want to avoid heavy traffic. There are already some signposted cycle routes but they do not form a proper network; the plans announced promise a more integrated approach.

One aim of the new London strategy is to make people think about cycling as a normal transport option in the same way as they think about taking the tube or a bus and includes establishing big bike hubs at major rail stations with cycle routes radiating from them. Bike docking stations at rail termini are already available but they will be bigger in scope. Once the plan is implemented, it will be possible to switch between bike, bus, train and tube more easily than at present.

The strategy will take time to implement and requires local authority backing but the central section of the bike Crossrail is expected to be in place by 2016.

Station Bike Pump Proposed

Leighton Buzzard station has a communal bike pump near to the station's cycle stands for commuters to pump up their bike tyres before the trip home. First Capital Connect are considering whether to install one at Bedford station.



Leighton Buzzard Station Bike Pump

Union Street Roundabout Update

The Borough learnt on 4 April 2013 that it was successful in its bid to the Department for Transport for a grant from the cycle safety fund for a new 'Spiral Turbo' roundabout at the junction of Union Street with Tavistock Street, Roff Avenue and Clapham Road (See Newsletter No 65, February 2013 for details). Work will start on the scheme during the July/August school holidays.

The bid was one of 78 schemes which were successful.

Central Bedfordshire was also successful from the same fund for a safe cycle route from Cranfield University to the village.

**Diary Date - CCNB 'Not Quite the Longest Day' Bike Ride -
Wednesday 19 June 2013 - Priory Park Visitor Centre at 6.30pm.**

St Mary's Gardens Improvements

A major scheme to significantly improve the riverside walk in St Mary's Gardens is now underway and expected to be completed later this year.

The Horse Chestnut trees along the riverside have been seriously effected by pest and diseases for some time and a number of them have had to be removed in recent years. The remaining ones were removed last March to avoid disturbing birds during the nesting season.



The stumps will be removed over the next few months and a new tarmac foot and cycle path constructed and lighting installed together with seeding of new grass verges.

In the Autumn 31 semi mature Tulip trees will be planted along the river path. These will grow to be larger than the Horse Chestnut trees and will not have the same level of problems with pests and disease. They will provide stunning autumnal colours for years to come.

The new pedestrian and cycle bridge from the Riverside North development (page 5) will eventually link into the path.

Schemes in Progress

Work is currently underway on the following schemes:

- Wilmers Corner - remodelling roundabout to spiral type for cyclists
- Russell Park - surfacing of tracks on north side
- Goldington Road - resurfacing and cycle bypass at Cricketers Arms
- Amphill Road (Morrision development)
- East of Amphill Road (B & Q development)

Pedal to the Medal

During March and April 2013, Sam Levey, 26, from Bolton, inspired by the legacy of the London 2012 Olympics, set himself a mammoth cycling challenge of visiting all 50 of the letterboxes that were painted gold in honour of Team GB's medals won to raise money for The Children's Air Ambulance (TCAA) - a distance of over 2,500 miles.

Any other year he would have been well away - but when he started his ride on 16 March everywhere was frozen and snowy. However, he began his cycle ride in Lossiemouth, Scotland and reached his final destination on 12 April in Penzance.

On day 18 (Wednesday 3 April) he reached Bedford to visit Etienne Stott's letterbox in St Paul's Square and had tea in the Mayor's Parlour with Mayor Dave Hodgson before spending the night at the house of Veronica Brown - CTC Beds DA President and CCNB committee member.

Veronica collected the sum of £140 for his charity from friends, 40 plus and CTC members for which Sam thanks us all.



Sam collected a total of £2658.71 for The Children's Air Ambulance.

Rijksmuseum Cycle Track

The Rijksmuseum in Amsterdam, the home of the world's largest collection of Rembrandt paintings was reopened on 13 April 2013 after being closed for ten years for renovation. The opening had been delayed by more than five years following amongst other reasons, a dispute over access for cyclists.

The museum since it opened in the 19th century has always had a bicycle path through the middle which has given cyclists and pedestrians a shortcut across the city but divided the museum into two wings. It has been claimed that this has always irritated curators and the architects original plan was to permanently close the path.

Cyclists in the end won and the previously divided east and west wings of the museum have been united by tunnelling under the cycle path. This caused a lot of flooding problems during construction as all Amsterdam is under sea level.

The most significant change is the museum's new entrance - once a brick-walled passageway it now has large windows allowing pedestrians and cyclists to have a look inside as they go through.

The saying is that no matter how much Rembrandt is feted in his own country nothing can beat the bicycle.



Unusual Bikes - The Fliz

Two German engineers have developed a pedal-less bike, called the 'Fliz'. The bike requires users to build up speed by running and then lifting their legs onto foot rests. Its designers believe its unusual construction will make cycling more enjoyable.



The name comes from the German word *iflitzeni* and means speeding. The designers said the bike is based on the very first bike built in 1817 by the German inventor Karl Drais - the 'Laufrad'. We created a velocipede concept of healthy, ecological mobility in overcrowded urban space. Its laminated, innovative frame with 5 point belt system provides a comfortable, ergonomic ride between running and biking. The frame integrates the rider and due to its construction works both like a suspension and a top carrier with the belt replacing the saddle and adjusting your position.

The bike was an entry into the annual James Dyson Award for technology, innovation and design open to international students and founded by the Dyson vacuum cleaner inventor.

A You Tube video of the bike can be seen on

<http://www.youtube.com/watch?v=tH0yyYHir10>

Lorries and Cycling

In Greater London more than half of cycling accidents (including fatalities) involve heavy goods vehicles (HGVs) with a preponderance of those involving construction lorries. Fortunately this is not the case in Bedford Borough at the present time but all cyclists should be aware of the dangers associated with this type of vehicle. CCNB advises them to look at the London Cycling Campaigns (LCC) safety information to cyclists which can be downloaded from:

<http://lcc.org.uk/articles/advice-for-cyclists-to-stay-safer-around-lorries>

Many London councils are now actively training their drivers to be cyclist aware which includes getting them to ride on the road so they can better understand the vulnerability of people who cycle.

LCC is also campaigning for all lorries to have a full set of safety mirrors and sensors/cameras that help the driver be more aware of vulnerable road users near the vehicle. They also have a draft design which reduces the overall height of the lorry, especially the driving position, and greatly extends the side windows of the cab, stretching them as close to road level as possible. The design is already in use as many domestic rubbish lorries already feature low-silled glass doors, allowing the drivers to look out for both refuse staff collecting bins and other pedestrians.

Let's hope something can be done on a wider scale to save lives and encourage more cyclists onto our roads.

Bike Light Brightness

One of the main safety concerns, particularly in the Winter months is for a minority of cyclists to ride (during the hours of darkness) without lights. Cyclists are required to ensure that they are visible to others using the roads and to see the road ahead.

A recent investigation has shown that 80% of the popular light emitting diode (LED) bicycle lights on sale today are more powerful than the legal limit of brightness for dipped car headlights - one by a factor of 13.

The Department for Transport (DfT) Road Vehicle Lighting Regulations state that it is an offence for any light on a vehicle to "cause undue dazzle or discomfort to other persons using the road".

Stephen Hammond, the road safety minister, has acknowledged that lighting regulations have not kept pace with recent technology and has promised to review the lighting regulations for bicycles over the next few months.

**Diary Date - CCNB 'Not Quite the Longest Day' Bike Ride -
Wednesday 19 June 2013 - Priory Park Visitor Centre at 6.30pm.**

Mega Trucks

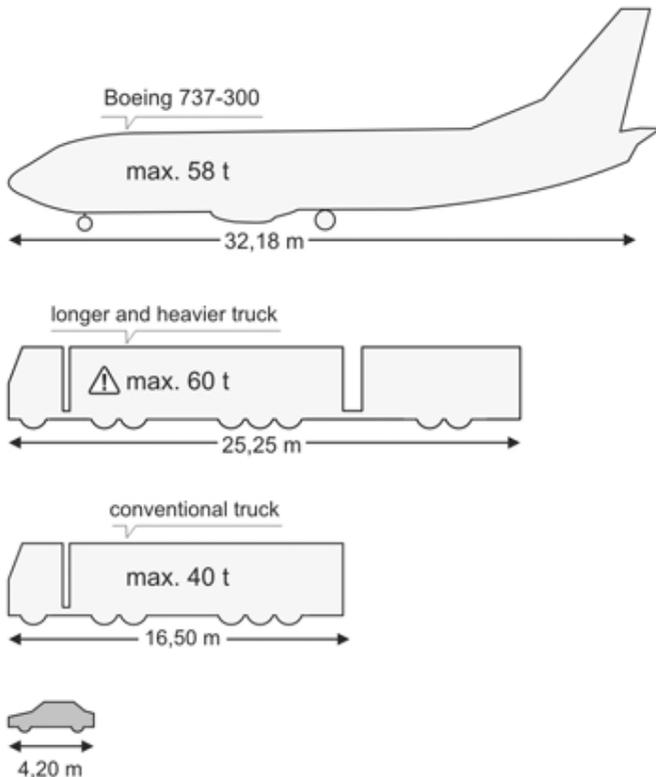
A small and unnoticed change in European rules could let massive new mega-trucks – up to 25 metres, or 80 feet, long – into the UK. The European Commission, which is pushing for this change, itself admits they are dangerous, particularly for pedestrians and cyclists. The trucks will also damage roads and create unfair competition for more environmentally-friendly freight-on-rail.

Some countries already allow mega-trucks on their roads but this proposal would mean they could travel between countries that agree to them. This would effectively allow mega-trucks in by the back door as they would become standard across much of Europe.

The UK government has already allowed trials of 7 feet longer HGVs and the Campaign for Better Transport is asking everybody to write to their MEP to **throw out the European Commission's proposal now** before more pressure from industry pushes the government into accepting mega-trucks in to the UK.

More Information including a video is available on:

<http://www.freightonrail.org.uk/NoMegaTrucks.htm>



Bromham Lake Local Nature Reserve

If you are cycling in the Bromham area as well as visiting Bromham Mill why not also cycle down Lower Farm Road and visit Bromham Lake Local Nature Reserve.

At the present time after visiting the reserve cyclists have to retrace their route back to Bromham but in the future when a cycle/pedestrian bridge is built across the River Great Ouse at Clapham Ford it will make a pleasant stopover on a circular route from Brickhill, Clapham and back to Bedford via Bromham village.

The lake was formed when the site was worked for sand, gravel and limestone between 1969 and 1975. In the 1980s Bedford Borough Council planted a woodland and wildflower meadow and allowed the site to develop naturally. The 25 acre site was declared a Local Nature Reserve in 1991, a place which is of local importance to wildlife, that people can enjoy and have contact with.

There is a circular path to walk around with a number of benches to sit down on, a picnic table and a hide overlooking the lake to observe and enjoy the abundance of wildlife which frequent the reserve.



Start of walk and picnic table

Lake from hide



CCNB Annual General Meeting

The CCNB Annual General Meeting took place at The Friends Meeting House, Bedford on Friday 10 May 2013 with 18 members present.

Presentation

The AGM was preceded by an excellent presentation by Peter Bate, Sustrans Area Manager for Bedford, Central Bedfordshire, Luton & Hertfordshire, on 'Local Infrastructure Developments'.

Committee

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

Cycle Thieves, We Are Watching You



Researchers at Newcastle University have found that cycle thefts decreased by 62% over a two year period when a poster with angry eyes in conjunction with the message 'Cycle Thieves, We Are Watching You' was displayed over a rack of cycles.

Bike for Sale

Raleigh Ladies' 'Medale' with a champagne metallic finish
10 speed derailleur fitted with practical carrier complete with elastic strap

Professionally restored with all new cables, pedals and bell

For sale at £110 (= restoration cost) due to health reasons

Telephone: (01234) 309850

CCNB Summer Social

This will take place this year on Saturday 6 July 2013 at
15 Dove Road, Bedford from 2.30 to 5.00pm

Please come along and meet other members

See <http://www.ccnb.org.uk/diary.htm> for other events

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)