



Cycle Bedford

Drive Less
SEE
More

Issue 72
June 2015

The Voice of Cycling Campaign for North Bedfordshire



New Bromham Road cycle underpass of A428/A6 link

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

Chair	Peter Blakeman
Secretary	Carole Blakeman
Treasurer	Neville Hobday
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Campaigning website: <http://www.ccnb.org.uk>
Promotional website: <http://www.cyclebedford.org.uk>
Facebook: <https://www.facebook.com/cycle.bedford>
Twitter: <https://twitter.com/cyclebedford>

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:

- Cycling and Walking Officer - (01234) 276328
- Bikeability (Cycle Training) - (01234) 228336
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New Members

CCNB welcomes new members: Trevor Hughes and Ann Collett-White.

Editorial

Although CCNB is a non-political organisation for it to be successful in its campaigning for better cycle facilities, it has to have on board as many politicians as possible from all parties that make up the council membership of the local authority.

It was with this in mind that nearly all of the candidates in the recent borough elections and all of the Mayoral and Parliamentary candidates were asked if elected to support cycling. All new candidates were also given copies of CCNB's latest Bedford and Kempston Cycle Map and our umbrella organisation Cyclenation's 'space for cycling' brochure. This was in addition to an electronic reference to our 'space for cycling' election special newsletter. The newsletter reiterated why more residents of Bedford Borough should be encouraged to cycle and outlined CCNB's current main campaigning activities.



CCNB received responses supporting cycling from 14% of candidates and detailed replies from two of the major party groups. This was a positive endorsement of how cycling can tick the many boxes which effect the lives of the residents of Bedford Borough. CCNB thanks all respondents for their time.

The parliamentary results were surprising to most of the nation and we now wait to see an announcement of the details of the five year strategy for cycling and walking infrastructure which was firmly placed in the recent Infrastructure Bill.

Locally, CCNB must congratulate Richard Fuller for being re-elected as MP for Bedford and Kempston, Dave Hodgson as Mayor of Bedford Borough and all those candidates who were elected as Council members.

One of the first actions of the Mayor was to re-appoint Councillor Charles Royden as Deputy Mayor and portfolio holder for Highways and Environment. In this position he retains responsibility for the borough's cycling budget.

CCNB looks forward to working positively with the council over the coming years.

Major cycling schemes over the next two years are cycle proofing of the A421/A6 junction (see page 14), a new Riverside North cycle bridge and a cycle friendly upgrade of the Bromham Road railway bridge. CCNB looks forward to their completion.

Bedford's
Cycling
Network
must be
'Triple A'
rated

for
All
Ages &
Abilities

The New Parliament and Cycling

The new Parliament is claimed to be very supportive towards cycling.

In a letter to CTC President, Jon Snow, responding to their Vote Bike campaign, the Prime Minister, David Cameron, confirmed his commitment to cycling and cited what had been achieved over the previous five years and the aims for the future as set out in the government's draft Cycling Delivery Plan. He concluded by saying he wanted more people to travel by bike to realise his aim of making the UK truly a cycling nation - but this is something we can only afford if we continue to secure a strong economy.

The full letter can be seen under:

http://www.ctc.org.uk/sites/default/files/media_library/users/SamJones/cameron_response.pdf

Robert Goodwill MP retained his role as Parliamentary Under Secretary of State at the Department for Transport and remains minister for cycling.

Mr Goodwill, a keen cyclist, is joined at the Department for Transport by ministers Claire Perry MP and newcomer Andrew Jones MP, both active supporters of cycling.

One surprise announcement was the appointment of Greg Clark as the new Secretary of State for the Department of Communities and Local Government replacing the previous appointee Eric Pickles.

Mr Clark is a supporter of the Tunbridge Wells Bicycle User Group.

The biggest disappointment was the defeat in Cambridge of the keen cyclist Julian Huppert.

Mr Huppert had been co-chair of the All Party Parliamentary Cycling Group (APPCG) which was responsible for the public inquiry resulting in the April 2013 **Get Britain Cycling** report.

CCNB AGM

At the CCNB held on Friday 17 April 2015 members of the committee shown on page 2 were appointed for the year.

In any other business it was proposed and approved unanimously by those present to make Hazel Mitchell, CCNB's founder, and her husband Tony, honorary members of the group in recognition of their work over the years.

Hazel said on hearing the news:

"What a privilege to be remembered in this way. We would like to thank everyone for their generous action."

Prior to the AGM members heard Trevor Hughes talk about his experiences as a commissaire/judge at cycling events (see page 18).

A428/A6 Link

The building of the new A428/A6 link road from the Gold Lane roundabout on Bromham Road to the roundabout on Clapham Road is well under way together with the construction of a three metre wide cycle track on the south side of the road now clearly visible from both ends.



*Cycle track taking shape
May 2015*



*Muddy conditions
January 2015*

Both pictures looking east at junction of The Baulk with the new bypass

As well as the new cycle underpass provided at the Bromham Road end of the link (see cover photograph) an at grade crossing has also been provided.



Cycle track under construction at Clapham Road end of link

Great Denham Cycle Track

The new cycle track to link the track alongside the Western Bypass as it passes over the River Great Ouse with the riverside track from the town centre to the start of the Great Denham development continues to progress. When completed and opened it will become the new alignment of the National Cycle Network Route 51.



New cycle track under construction disappearing into the distance

New riverside country park between the cycle track and river planted and laid out with grass paths



Planning permission was given in April 2015 (14/02917/MAR) for a Pavilion to be built adjacent to the cycle track. This will be multi-functional and accommodate a café/restaurant, changing rooms, park ranger office accommodation and apartment. It is intended to be a sport and recreation hub which will complement the sport and leisure facilities which are also to be provided within the Country Park.

Newnham Street Contraflow

The short stretch of Newnham Street from The Castle (public house) to St Cuthberts roundabout was made a cycle contraflow in the westerly direction during March 2015. The scheme had been originally programmed for the 2005/06 financial year.



*Newnham St
looking west*

*Newnham St
looking east*



Cycling in Town Centre

Signage to confirm the temporary authorisation of cycling through the pedestrianised section of the town centre out of the core shopping hours of 6pm and 9am were put up in March 2015 at each entrance.

Midland Road entrance



Thurlow Street entrance

New Cycle Stands

Bus Station

New cycle stands have been installed in Greenhill Street at the revamped bus station giving a total of 32 bicycle parking spaces; 12 spaces outside Habisons at the Hassett Street end and 20 spaces near the side entrance to the covered area (10 adjacent to the bus station and 10 outside McColl's post office).



New stands outside Habisons

New stands adjacent to Bus Station north entrance



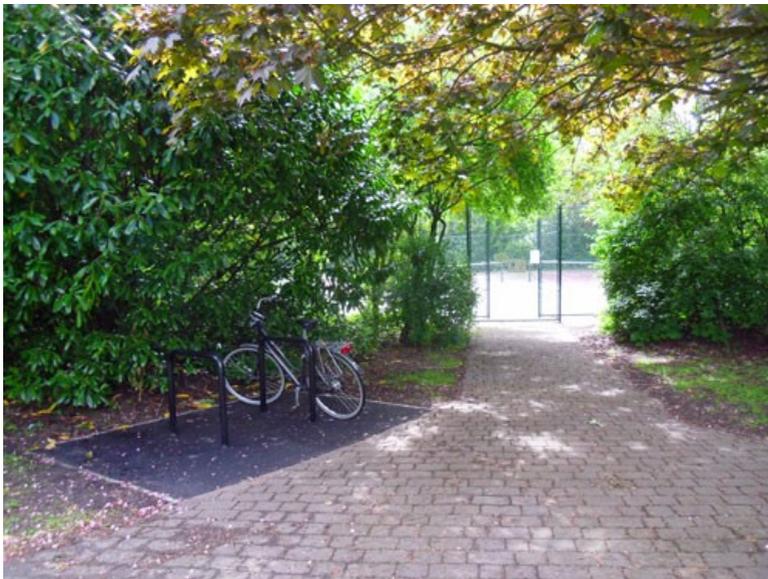
Bedford Railway Station

As mentioned in the last newsletter the cycle parking stands at the railway station between the entrance corridor and the neighbouring property were temporarily removed in December 2014 to allow the unsafe wall separating the two to be rebuilt. The new wall was completed in March 2015 and together with the prior removal of the five diseased London plane trees has left a space for additional stands to be installed.

It was learnt in March 2015 that a bid put into the Department for Transport for a grant from their Cycle-Rail fund for further double decker cycle stands has been successful. This will give shortly an additional 98 spaces. The new stands will be covered and protected by additional lighting and CCTV coverage.

Bedford Park

Two new 'Sheffield' type cycle stands, partially hidden, were installed during May 2015 at the entrance to the tennis courts in Bedford Park adjacent to the band stand.



CCNB has requested the Borough to also install a rack of stands next to the café which is well used by cyclists.



Quarry Theatre

The conversion of the 1865 Moravian Chapel in St Peter's Street by Bedford School into 'The Quarry Theatre at St Luke's' has recently been completed. The theatre will be used not only as an arts facility for the school but also a new performing arts centre for the town.

The official opening season gets under way in September but in the meantime it has already been used since late April for some events and will be used as the venue for Bedfringe from 23 July to 1 August 2015.



Eight 'Sheffield' stands for 16 bicycles waiting for patrons to the theatre



Mowsbury Park Café

The Four Seasons Café in Mowsbury Park opened in August 2014, replacing one closed 20 years ago, had three 'Sheffield' cycle parking stands installed in May 2015 to accommodate the many leisure cyclists who use it as a stopping off point.



Three 'Sheffield' stands for 6 bicycles outside café

Small Schemes Completed in Brief

Kestrel Road Dropped Kerb

A dropped kerb near the junction with Brickhill Drive was installed during March to allow cyclists to access the toucan crossing near the Tesco Express store.

Sexton Avenue and Cosmic Avenue Improved Junctions

The junctions of both Sexton Avenue and Cosmic Avenue with Amphill Road were improved during March to improve the safety of cyclists on the Amphill Road cycle track.

Union Street Roundabout Snags

The majority of the minor problems (snags) outstanding from the completion of the Union Street roundabout last October were put right during April.

St John's Walk Barrier

The staggered barriers on St John's Walk on the north east side of the toucan crossing of Williamson Road were replaced by a single bollard in April to complete the upgrade of this section of National Cycle Network Route 51.

Howbury/Bower Sts. Safety Improvements

Howbury Street and Bower Street were both made one way with cycle contraflows for cyclists in April 2013. To improve cycle safety cycle symbols were introduced along each street during March 2015 to remind motorists of the possible presence of cyclists.



Wixams to Progress Business Park Link

Highways England (previously Highways Agency) has been successful in its bid to the Department for Transport for a grant from the government's cycle proofing fund for this financial year (2015/16) to improve the A6/A421 junction for cyclists.

The bid was one of 18 accepted in the East region and one of 44 accepted nationally for completion this year. Highway England are committed to invest £100m between 2015/16 and 2020/21 to provide safe, direct and attractive cycle routes on or near the trunk road network to address the current barriers to cycling journeys.

For the background to the scheme see Newsletter No 71 pages 8 & 9.

Highways England delivery plan for 2015-2020 can be downloaded from:

<https://www.gov.uk/government/publications/highways-england-delivery-plan-2015-2020>

Bedford Station Mobile Bike Repairer

Cycle Tech UK on Tuesday 7 April 2015 brought its fully equipped mobile bike workshop to Bedford Railway Station.

Owner Mike Hanham said he will be available every Tuesday and Thursday between 6.30am and 16.00pm for servicing bikes from repairing punctures to complete overhauls.



Cycle Tech contact details are:

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

mike@cycletechbeds.co.uk Mobile - 07763 854778

Bedford Station Cycle Counts Increase

Cycling to Bedford Railway Station continues to increase with cycle counts from 1 April 2015 already showing a 6% increase over the same period last year.

It is hoped that even more commuters will decide to cycle to the station when the new stands (see page 10) are installed.

20mph Speed Limits

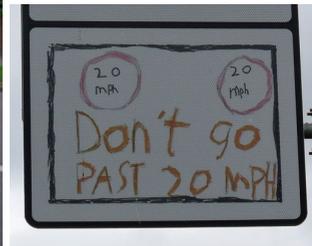
A number of the schemes mentioned in the last two newsletters have now been implemented:

- Brickhill - 2 areas (March 2015)
- Brendon Avenue area (March 2015)
- Goldington Avenue area (March 2015)
- Poets area (March 2015)
- Queen's Park (February 2015)
- Kempston - Elstow Road area (March 2015) - see below
- St Paul's Square - all sides (April 2015)



Kempston

The signs for the Elstow Road Kempston area scheme were designed by pupils from Camestone Lower School in Kempston. Eight different designs of artwork drawn by pupils in Years 2 and 4 were selected for incorporation into the standard 20mph road signs.



Margetts Road junction with Elstow Road Kempston

Lower and Upper Dean

A public notice was published in May 2015 for 20mph schemes in Lower and Upper Dean.

Remember when driving a motor vehicle

Impact speed from 20mph before stopping in time - 3 cars (12m)
Impact speed from 30mph before stopping in time - 6 cars (23m)
Impact speed from 40mph before stopping in time - 9 cars (37m)

Great Barford Bridge Safety

Great Barford bridge across the River Great Ouse is a medieval bridge on both the National Cycle Network Route 51 and the National Byway cycle network.

In 2009 a number of members reported problems of cycling across the bridge and being met by motor vehicles speeding towards them before they had completed the crossing.

CCNB was concerned about this safety hazard, particularly for cyclists with young children, and asked the Borough if the sensitivity of the signal detection loops could be increased. This was carried out promptly and test crossings and feedback from members indicated that the problem had been solved.

In 2012 the bridge was repaired by Bedfordshire Highways and a footway added on the west side together with 'Cyclists Dismount' signs at each end. Whether or not the loops were removed or the signal timing changed during this work is not known but since this time the bridge with its narrower carriageway has become more lethal to cross by not only families but also experienced single cyclists.

Drivers of cars behind are impatient because the cyclist has not dismounted and drivers in the opposite direction assume the cyclist has 'jumped' a red light.

CCNB and others have been trying to have the problem resolved before a serious or fatal accident occurs. In the last few weeks the two signs have been removed. Instead of providing cyclist push buttons as in the case of a similar bridge at Harrold it has been agreed to update the existing detection system using long range microwave and thermal imaging detection which will extend the green phase if a cyclist is on the bridge. The new detection system will be implemented shortly.



Great Barford bridge looking north with blue 'Cyclists Dismount' sign now removed above Great Barford

Cycling Delivery Plan

The government published the draft Cycling Delivery Plan last October and this was followed over the following six weeks by a series of informal consultations at a number of locations, one of which was in Bedford (Cardington DVSA Training Academy) and attended by your editor. Following on from the draft plan the Department for Transport published a number of other documents in March 2015;

Cycling and walking: the economic case for action

Sustainable travel projects: revenue and capital investment

Local Sustainable Transport Fund: employment impacts.

On 26 March 2015 a 14 page response to the consultations on the draft Cycling Delivery Plan was also published. The document summarised the government's position on each of the six main issues raised and details of next steps on cycling and walking.

The six main issues were:

Long term and sustainable funding commitment

Local authority partnership projects expressions of interest

Walking

Cycle proofing

National design standards

Continuity of Bikeability

Next Steps

The government's commitment to cycling and walking in the long term has been confirmed by placing a duty in the recently passed Infrastructure Act 2015 requiring it to produce a Cycling and Walking Investment Strategy. The new duty requires government to put in place a Strategy which must set out the financial resources which government will make available towards meeting cycling and walking objectives.

In the meantime, it will continue to develop as many of the actions in the draft Delivery Plan as it can and continue to work towards the targets set out in that document. It will continue to support local authorities that are serious about increasing cycling and walking and launch a Cycle Proofing website containing expert advice from stakeholders including the Active Travel Consortium (ACT) and examples of good practice infrastructure designs.

The government also intends to ask the ACT to consider how to develop the local authority and central government partnership model outlined in the draft Delivery Plan.

All the documents mentioned above can be downloaded from:

<https://www.gov.uk/government/consultations/cycling-delivery-plan-informal-consultation>

'Boris Bikes' go Red

In March 2015, Transport for London (TfL) announced a new seven year sponsorship deal with Santander. The Spanish bank has now taken over the branding from Barclays'. All the bikes will shortly have a striking red and white livery instead of blue.

The bike rental scheme currently has 11,500 bikes in use across the capital and 748 docking stations.



Cycling is faster than Broadband

Earlier this year it was claimed that in certain parts of London it was quicker to send files by bicycle.

One of London's high tech businesses has complained that it is being held up by the lack of superfast broadband. To send material (a two and a half minute film) to a nearby company it takes 15 minutes to put it on a stick and deliver it by bicycle whereas it takes an hour or two to upload the material and send it using broadband.

Did you know!

In February this year the popular airline easyJet checked in 3,500 bicycles on its flights.

Para-cyclist Alem Mumuni - Trevor Hughes

Following my talk at the AGM your Editor asked me to write an article for the newsletter about a Ghanaian C2 Para-cyclist I had the privilege to help prepare for the 2012 Paralympics in London.

I had been the Chief Judge at the Olympic Games Road Races and Time Trials and shortly after my return home I received a phone call asking could I help out a C2 cyclist who was staying at the University of Bedfordshire halls of residence for pre-games training camp. Fourteen African nations were there but Alem was the only cyclist.

Having agreed I went along to meet Alem Mumuni and was introduced to one of the toughest and nicest cyclists in 50 years in cycling I have ever met. Alem was stuck down with Polio at the age of 2 and has a withered right leg and rides only using his left leg with his right leg resting on his rear brake stirrup. Until he was 10 he had to crawl everywhere until he learnt to walk using a crutch.

He is very intelligent and won a scholarship in the capital Accra and moved there from his farmstead home in the north as a teenager. Alem despite his disabled leg is a natural athlete and found his way into the national para football team until advised to stop by the doctors as he was doing long term damage to his right hip. He had been using a bike to get about and was persuaded to try competitive cycling.

Alem is classed as a C2 cyclist and soon became the All African champion in road racing and time trials and earned enough UCI points to qualify for London 2012. This is the tough little chap I met for the first time one morning at Polhill Avenue site. Not knowing really what to find I was taken back by how good a rider he was. When I congratulated him on his bike handling he told me with his usual big smile that the potholes in Ghana were much worse than the English one's and that's why he was so good. Later on the first ride I asked him his age. Thirty he replied and followed by asking my age. When I told him I was 65 he said Wow! Nobody in Ghana lives that long and I am not sure if he was kidding me.

We rode together 10 times and I was able to teach him race craft and introduce him to interval training for cyclists rather than the type of thing that the non-cycling coaches in Ghana had taught him. He had been told that the paralympic courses at Brands Hatch were hilly and wanted to do more hill work. Somebody at the University had told him about Everton hill and he was desperate to try it. As we approached it from the level crossing I was very concerned that it would be too much for him but despite having to stay in the saddle he fought like a tiger and I must admit that I had a tear in my eye brought about by the effort he had made.

I also took him to Cardington to ride the Bedfordshire Road Cycling Club's evening time trial where he was faster than several of their members. The club made him very welcome and presented him with a club jersey which he still wears in Ghana today. One non cycling trip was to Bedford Blues rugby club to see a friendly against Cardiff. Alem really enjoyed his first rugby match and especially the scrums. When I went to pick him up the next morning I met the Ghanaian Minister for Sport who was on a visit to the camp. He thanked me for helping Alem and told me jokingly that he had made Alem Head of Rugby in Ghana on the grounds that he was the only one to have been to a match.

Our last training session was on two days before the teams move to the Olympic village and on the last interval down off Hillfoot we caught two cyclists one of whom was very upset at being overtaken by a one legged Ghanaian being verbally encouraged by a grey haired pensioner.

I went to see him off on the Tuesday morning and thought that he was not his usual smiling self but put it down to nerves. Unfortunately by the time they got to the village Alem was under the weather and was found to have contracted Chickenpox following going to a Ghanaian family in Bedford for dinner and catching it from their children. Following treatment he was allowed to start in the Time Trial but was very disappointed to be beaten by a South African C2 cyclist he usually beats in the African championships.

The next day Alem started in the Road Race but could only complete one lap and was found afterwards to have gone down with Mumps on top of the Chickenpox. He flew home a very disappointed man but immediately focussed on qualifying for the Rio games and at the time of writing he only requires a very few UCI points to get there.

I still keep in touch with him and help in with advice and encouragement and I am proud to be associated with a man of extreme courage and determination.



Ocracoke Island and HMS Bedfordshire

Ocracoke Island is situated 21 miles south of Hatteras in the Pamlico Sound 24 miles off the coast of North Carolina in the USA. It has a population of about 950 and is accessible by small plane or ferry. The main modes of transport around the island are by bicycle or golf buggy.



The island has a 13 mile highway between the Hatteras Inlet and the village of Ocracoke and features a narrow bike path that twists and turns through sandy oceanfront landscapes, small creeks, and clusters of maritime forests.

In the 4 square miles of the actual village, bikes are everywhere and are the easiest way to navigate the small and crowded streets. The official



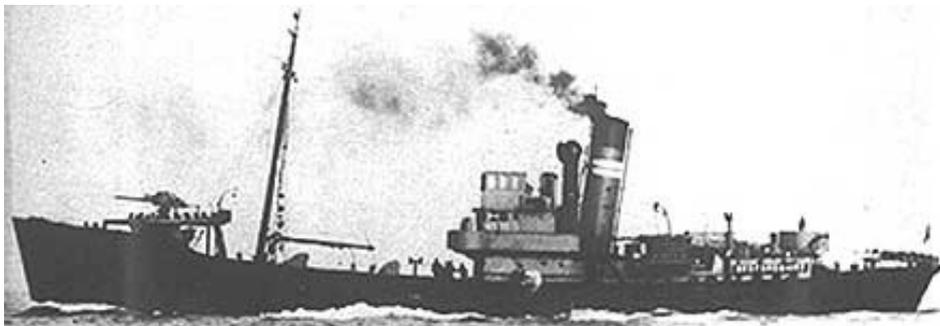
website for the village states that Ocracoke's "step-back-in-time charm" may be its most sought after attraction.

Ocracoke island thrives on tourism and has many buildings dating back to the early 1700s as well as a lighthouse built in 1823.



HMS Bedfordshire

Not many people may know however of the island's connection with Bedfordshire in the form of the HMS Bedfordshire.



In 1941 the Americans were losing many tankers and other shipping because German U-boats were active on the east coast of the United States. During March and April 1942 the U-boat action was leading to massive loss of shipping, cargos and men. As the US navy had no real anti-submarine fleet the British Admiralty answered their plea and agreed to lend them twenty four anti-submarine trawlers. These British trawlers would come under American command and be used for patrol and escort work.

HMS Bedfordshire (also known as HMT Bedfordshire) had been built as a fishing trawler on Tees-side in 1935 and was taken over by the Admiralty in August 1939.

While the Bedfordshire was patrolling the Outer Banks coastline on the night of 11 May 1942 a hidden German submarine fired a torpedo, directly striking the ship and causing it to sink. The entire 34 man crew was lost in the aftermath.

Over the following days, only four bodies were recovered, washed up on an Ocracoke beach. Two could be identified, two could not. They were buried in what is now known as the 'British Cemetery' on Ocracoke and accorded full military honours, including a twenty-one gun salute.

A Union Jack is raised every morning over the cemetery by members of the US Coast Guard, and a special ceremony, remembering those who died is held each May.



Blackbeard

The island is also famous for hiding out the pirate Blackbeard and this is commemorated each year by the Blackbeard Pirate Jamboree.

Blackbeard was born Edward Teach and came to America from Bristol, England. Teach started his life at sea as a privateer during Queen Anne's War, where he was authorised by the British Government to attack and plunder enemy merchant ships. The spoils were then divided by the government and the captain of the attacking ship. After a long and successful run as a privateer, the war ended in 1714, and Teach realized his source of income was over. As a result, and like a handful of others who were former privateers, he turned to piracy. He became one of history's most legendary pirates of all time, and the coast of North Carolina, from Ocracoke Island to the small inland town of Bath, has the rare distinction of being his favourite plundering grounds, his favourite hideout, and his home.

The campaign to put an end to piracy was a long and tumultuous one, but it was greatly helped by the successful trapping of Blackbeard just off the waters of Ocracoke after a fierce battle on 22 November 1718 and his subsequent execution.

So embedded is Blackbeard in Ocracoke folklore as the region's most notorious pirate, that there is a popular wives tale that Ocracoke got its name because impatient for the sun to rise and fight to begin, he started shouting "O Crow, Cock!" in an effort to coax the roosters to start crowing and signal the beginning of the day.



Further information on the HMS Bedfordshire can seen in the video:

https://www.youtube.com/watch?feature=player_detailpage&v=JKvkm2hZICg

and on Ocracoke and Blackbeard on the websites:

<http://ocracokeguide.com/> & <http://en.wikipedia.org/wiki/Blackbeard>

Isle of Wight - a well connected island

The Isle of Wight is a year round cyclist's paradise, with over 500 miles of cycle and bridleways weaving their way through dramatic and contrasting Island landscapes. It offers something for every cyclist, from multi-day tours to relaxing afternoon rides. No wonder it was recently listed by a travel guide as one of the world's top 10 cycling destinations. As a result the island has been given the name 'Bicycle Island'.



But how easy is it for commuters and leisure cyclists to get on/off the island. The answer is very easy by ferry, catamaran or hovercraft.

Car Ferry

There are three car ferries with regular sailings: Lymington to Yarmouth in West Wight (Wightlink), Southampton to East Cowes (Red Funnel) and Portsmouth to Fishbourne (Wightlink). All three services take bicycles.

High Speed 'Red Jet'

A "Red Jet" high speed foot passenger service is operated by Red Funnel and runs from Southampton Docks to the west side of Cowes. Due to limited space, this service can carry only fold-up cycles in a cycle bag.

Cat

A "Fast Cat" catamaran foot passenger service, operated by Wightlink runs from Portsmouth Harbour to Ryde Pier head. This service is able to carry up to 20 bicycles on each journey.

Hovercraft

A hovercraft operated by Hovertravel which runs from Southsea to Ryde also takes bicycles.



Ferry leaving Lymington



Cyclists waiting to board ferry at Yarmouth



Fast Cat leaving Ryde Pier Head



Storage facilities for 20 bicycles on board



Hovercraft arriving at Ryde



Hovercraft loading bicycles for return

When on the Island it is possible to transport bicycles either by train or special bus.

Train

The remaining commercial train service on the island runs from Ryde Pier Head to Shanklin , a journey of 8 miles taking about 24 minutes. The route uses 1938 stock ex London underground carriages. Each train can take up to 4 bicycles.

Bus

The local bus operator, Southern Vectis, part of the Go-ahead Group, in 2014 launched a bike friendly bus service using four adapted double decker buses which can take up to six full size bikes. The buses run the Island Coaster liveried service during the summer.

The coastal route allows cyclists more opportunities to get out and about to the furthest parts of the island to enjoy the stunning scenery.

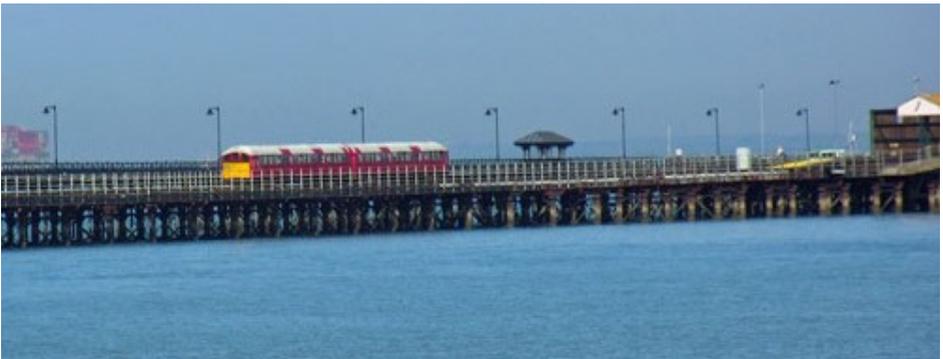


Bus with Tennyson Down in background



Bike storage inside bus

Train leaving Ryde Pier head



2015 Pearl Izumi Race Series Ryde Start

The Pearl Izumi Tour Series started its seventh season of unique team based cycle race Series on its first venture to Ryde, Isle of Wight on Thursday 14 May. The Series then visited nine other locations in the UK over five weeks finishing in the City of Bath on Thursday 11 June.

One of the teams to participate was Team Wiggins, the development squad assembled by Olympic gold medal winner, Sir Bradley Wiggins.

The race circuit in Ryde was along the Esplanade and then up the steep shopping street, Union Street, in the opposite direction to the normal flow of traffic. One section of the circuit had had to be extensively reconstructed by the Highway agents, Island Roads, a few weeks before the event although Union Street itself was still having cosmetic repairs carried out up to one day before.



Union Street being repaired



Riders on the day



Arial view of Ryde race circuit

Cycle Stand Innovation

In keeping with their Grade II listed thatched cottage built in 1817 in Shanklin Old Village, Isle of Wight, owners Susan and Paul de Vere of Vernon Cottage Tea Rooms and local information point have had cycle stands made by a local blacksmith in the shape of three Penny Farthings.

The couple put on colourful period costumes to launch their arrival.



The £5 million Local Transport Sustainable Fund (LTSF) grant awarded to the island financed the above and many more around the island. If only Bedford's LTSF bid in 2011 had been successful.

Cycling in Pisa Update

An article on **Cycling in Pisa** appeared in Newsletter No 66. Staying over for one night two months ago your editor observed that a new cycle hire system - CICLOPI - was in place since visiting the area two years ago.

The system currently has 200 bicycles available with 15 docking stations distributed around Pisa in the main urban locations.



Cycling in Florence Update

In Newsletter No 71 it was mentioned under the article **Cycling in Florence** that at the main Santa Maria Novella railway station there were plans to build a 'Bicipark', a new large cycle storage system for commuters.

Passing through the railway station two months ago your editor noted that it had now been completed (opened in December 2014).

The underground parking area, adjacent to the shopping mall, and connected to the station concourse by escalators consists of a large room containing four rows of double decker cycle parking stands to give a total of 800 spaces. Commuters access the area from outside the station via a wide spiral walkway (cycling not allowed).

Before the park was opened there were only 150 parking spaces in the station area. The authorities hope that the new facility will reduce the number of bicycles parked haphazardly in the squares and streets adjacent to the station.

At the time of visiting it was sparsely occupied with very few bicycles on the upper decks.



A cycle rental facility for tourists also exists in front of the station.

Bike of the Future? - The Babel Bike

Crispin Sinclair, son of the famous inventor Sir Clive Sinclair, has come up with a new design of bike - The Babel Bike - which he is claiming will be one of the safest bikes in the world.

The bike has been designed with a roll cage, similar to those found in racing cars, along with seat belts and a custom made safety seat and steel foot protectors which will offer protection against impacts with turning lorries and buses at busy junctions. It also has built in front and rear lights, indicators, hazard flashers, brake lights, loud car horn and rear view mirrors.



The prototype comes with or without electric motor assistance but is extremely expensive at nearly £3,500 or £2,000 respectively.

Sinclair was hoping to crowd source early production but at the beginning of May 2015 pulled out to carry out further design work to make it more affordable to the everyday commuter.

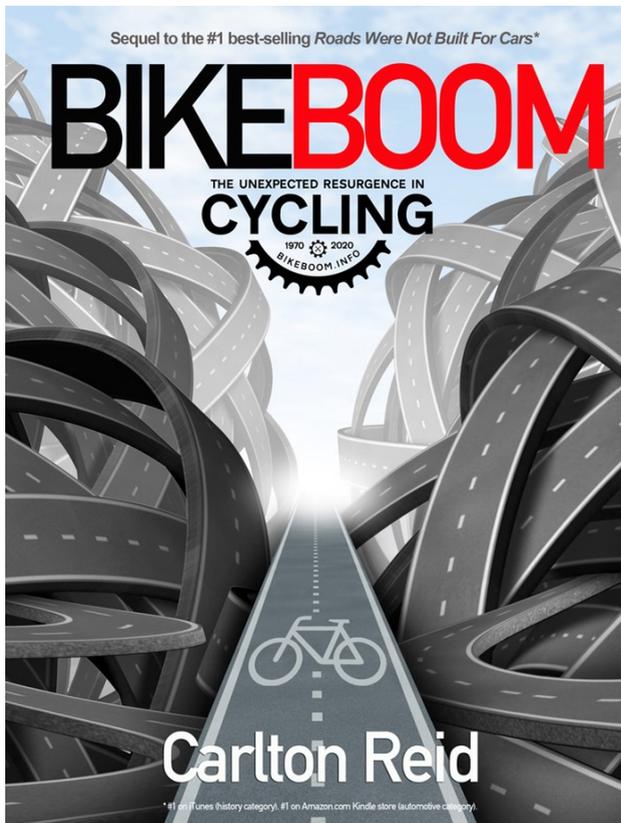
Visit the website <http://babelbike.com/> for the latest information.

Bike Boom

Following on from his successful book 'Roads Were Not Built For Cars' published in 2014, the author, Carlton Reid, is now embarking on research for a new book called 'BikeBoom'.

The book will be entertaining and thought-provoking about the unexpected resurgence in cycling in the 1970s, through to today and beyond.

Use of bicycles in America and Britain fell off a cliff in the 1950s and 1960s thanks to the rapid rise in car ownership. Urban planners and politicians predicted that cycling would soon wither to nothing, and they did their level best to bring about this extinction by catering only for motorists. And then something strange happened – bicycling bounced back, first in America and then in Britain. Today's global bicycling boom – even the one in the Netherlands – has its roots in the early 1970s.



Progress on the book can be seen on <http://www.bikeboom.info/> with publication expected in April 2016.

CCNB Summer Social

This will take place on Saturday 4 July 2015 at
15 Dove Road, Bedford, MK41 7AA from 2.30 to 5.00pm
Please come along and meet other members

See <http://www.ccnb.org.uk/diaryb.html> 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)