



Cycle Bedford

Transporting
Bedford
2020

Issue 80
February 2018

The Voice of Cycling Campaign for North Bedfordshire



BEDFORD
A TOWN OF *Cyclists*

More than 30,000 residents
made in excess of 5,500,000
cycling trips in 2016 helping to
reduce traffic congestion and
pollution

'A Town of Cyclists'

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

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@cyclebedford



cycle_bedford

Campaigning Representation

CCNB is represented on the following committees:

- Bedford Cycle Strategy Group
- Bedford Stations Travel Plan Steering Group
- Bedford Hospital Bicycle Users Group

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

- Bedford Green Wheel
- 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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Cover statistic derived from January 2018 release by Department for Transport of walking and cycling statistics in England for 2016 - dataset CW0302:

<https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2016>

Editorial

Bedford has always been a ‘Town of Cyclists’ but to combat the ever increasing congestion and pollution in the town, affecting not only the health of all residents as well as climate change, we must do much more to encourage the use of alternative modes of transport.

The recent award to the Borough Council of grants totally £22 million in its Transporting Bedford 2020 project (pages 6-8) which includes the Southern and Northern Gateway schemes is a golden opportunity to improve the environment of the town centre area and make many junctions safer for pedestrians and cyclists to encourage more residents to use these healthy modes of transport.

The latest draft Local Plan 2035 consultation (page 5) puts forward many good policies to help achieve a shift to get ‘**More people cycling, more often, more safely**’.

Cycle parking facilities are a prerequisite for all planning applications for new developments.

Many new stands have been installed over the last few months (pages 12-14) but it is important that simple solutions such as ‘Sheffield’ type stands are recommended as these allow both wheels and the frame to be locked to the stand. Unfortunately this has not always been the case (page 14).

The good news is that the recent increase in cycle thefts may have peaked with the last two months showing lower numbers (page 27). The bad news is that global carbon dioxide emissions (page 33), the gas which affects climate change, continues to rise.

Golden opportunity to make junctions safer to encourage more residents to cycle to help reduce congestion



Quotes

“One of the most important days of my life, was when I learned to ride a bicycle.”

“To bike, or not to bike: that is not a question.”

“You can’t be sad while riding a bicycle.”

“Bicycling is a big part of the future. It has to be. There’s something wrong with a society that drives a car to work out in a gym.”



Local Plan 2035

The Borough Council Executive approved the Local Plan 2035 for the fifth and latest public consultation beginning between 22 January 2018 with responses by 5 March 2018. .

The Council is required by the Government to plan for the ‘Objectively Assessed Need’ for housing in the Borough to be met in full. This requirements means that the Council must plan for 19,000 dwellings to be built by 2035. However, with allocations and permissions already in place for the majority of this number, new sites are required for just under 8,000 of these dwellings.

The Council must also make sure that sites are available for new jobs to be created alongside housing. Employment sites identified in earlier plans provide enough space for future requirements. For this reason no new strategic employment land needs to be found at this stage to meet the Borough’s needs.

In the latest draft plan the focus for housing growth continues to be the urban area of Bedford and Kempston, with 2420 homes (around 80%, on brownfield sites) plus 210 homes on urban edge. This will allow most of the sites to be linked to the Bedford Cycle Network (BCN).

In order to limit the impact on existing communities, one new Garden village type settlement has been proposed, Lee Farm at Colworth near Sharnbrook, which would provide around 2,500 homes by 2035 and 2000 more later. This development would include a new parkway rail station, to be built and opened before the first dwelling is occupied, to help ease congestion on the A6, alongside two new access roads from the A6 one of which would provide a new access to Santa Pod Raceway and Colworth Science Park thereby taking traffic away from existing villages and rural roads.

The former Stewartby brickworks brownfield site would take 1000 homes, Bromham, Clapham and Great Barford 500 homes each and six smaller villages 25-50 homes each. Stewartby and the larger villages are all close to the National Cycle Network Route 51 or with links to the BCN.

The full consultation document alongside more than 50 supplementary documents can be downloaded from:



[https://www.bedford.gov.uk/
environment_and_planning/
planning_town_and_country/
planning_policy_its_purpose/
local_plan_2035.aspx](https://www.bedford.gov.uk/environment_and_planning/planning_town_and_country/planning_policy_its_purpose/local_plan_2035.aspx)

Transporting Bedford 2020

Last November the South East Midlands Local Enterprise Partnership (SEMLEP) awarded Bedford Borough Council a grant of £15.5 million from the Local Growth Fund towards an £18.4 million package of measures to improve traffic capacity by reducing pinch-points in the town through a mixture of ground works and improved technology.

This when added to an award of £3.5 million for a Northern Gateway scheme (Manton Lane area) gives a total of £22 million for traffic improvements at the Southern Gateway (Amphill Road area), Northern Gateway and Town Centre; £19 million awarded by the government and £ 3 million allocated by the Borough from reserves.

In December 2017 Mayor Dave Hodgson announced the total project as 'Transporting Bedford 2020'.

The project will consist of three themes; infrastructure (junction) pinch-point improvements, technology improvements and public realm improvements. The works are expected to take place over the next three years starting this year.

In more detail it will involve the following:

Junction Improvement

- **Manton Lane/Clapham Road/Great Ouse Way**

Introduction of traffic lights and linking existing Manton Lane lights to control flow of traffic and reduce congestion. Modifications will also be made to the Great Ouse Way roundabout to increase capacity.

- **Ashburnham Road/Shakespeare Road/Bromham Road**

Introduction of traffic lights to replace the twin mini-roundabouts.

- **Britannia Road/Amphill Road**

Traffic light modifications to increase capacity for traffic.

- **Britannia Road/Kempston Road**

Traffic light modifications to increase capacity for traffic.

- **Cauldwell Street/St John's Street**

Junction layout modifications and traffic signal modifications to improve capacity.

- **Cow Bridge (Amphill Road)**

New pedestrian/cycle bridges over the railway line to increase road space and capacity for vehicles and modifications to the traffic signalled junctions to increase capacity.

A number of other junctions will be modernised to improve capacity and reduce congestion.

Technology Improvements

- **Amphill Road Smart Corridor**

Introduction of a 'Smart Corridor' using the latest technology to assess traffic volumes linked to traffic signal controllers to reduce congestion and manage the flow of traffic.

The system which controls all the traffic lights across the town will also receive a major overhaul.

Public Realm

Major refurbishment works will also be carried out in the town centre itself.

- **High Street**

Traffic will be reduced to one lane on the High Street and pavements widened to create more space for shoppers. The street will be decluttered, repaved and resurfaced and high quality street furniture and soft landscaping added.

- **St Paul's Square**

Improvements to be made to St Paul's Square area involving decluttering, pavement widening, repaving and resurfacing.

- **Town Bridge**

The town bridge to have widened pavements by narrowing the carriageway over the bridge to enhance east-west pedestrian and cyclist connections to the riverside paths.



Illustrative view of enhanced public realm

Internal Town Centre Workshop

A Town Centre Public Realm workshop with key Borough Officers was held in August 2017 to discuss a number of aspects associated with the town centre as it is today and what it could look like in the future.

In terms of cycling it acknowledged that provision is currently disjointed with very limited formal on-carriageway provision of cycle lanes. This, coupled with the one-way system, means that pavement cycling is commonplace, even on relatively quiet streets. This is not desirable and can be intimidating to some pedestrians, discouraging walking.

It went on to conclude that an opportunity therefore exists as part of wider traffic management, to carry out improvements and join up the missing links in the cycle network. The main shopping streets in the town centre are pedestrianised, although cycling is allowed in these spaces between 6pm and 9am. Allowing considerate cycling at other times would enable strong north-south and east-west links through the centre to be created.

Other suggestions made included:

- Remove all unnecessary traffic
- Reduce speed limits throughout town centre to 20mph
- Reclaim carriageway space for cyclists and explore possibility of accommodating two-way cycling
- Plant new street trees where underground infrastructure allows, to psychologically slow traffic
- In the High Street consider banning HGVs at all times, and full daytime closure to all vehicles and
- Create a single way traffic lane and one way cycle lane

CCNB response

The project is a golden opportunity to enhance the cycle network and at the same time to ensure cycling through the junctions to be modified is made as safe as possible to encourage more residents to use this healthy mode of transport.

What CCNB would like to see is Advanced Stop Lines (ASLs) with lead in lanes on all arms of all junctions with possibly the new cycle 'early start' signal on busy cycle junctions. All the junctions should have signalled pedestrian phases on at least two arms and where there are off-road cycle tracks also signalled cycle/pedestrian phases on the appropriate arms.

CCNB is pleased that a single carriageway is proposed for the High Street to reduce pollution as well as congestion but stresses the need for a two-way route for cyclists.

To find out more about the plans and give your views, visit:

www.bedford.gov.uk/transportingbedford2020

Bedford Masterplan - Emerging Spatial Options

Bedford Borough Council is preparing a long term masterplan setting out delivery for sites in and around Bedford town centre, a key project within the One Public Estate Transforming Bedfordshire programme. The project is to use public sector land and funding to deliver regeneration, new development and savings for central and local government.

Both a consultation and an exhibition were held last October to obtain public responses for three potential site areas; Ford End Road, Station to Town and South of the River.

Ford End Road

The site is mainly underdeveloped land previously occupied by the gas works and railway engine shed.

Station to Town

This covers the station area from Ford End Road to Bromham Road, Midland Road and Greyfriars.

South of the River

The area between Britannia Road, Elstow Road and London Road/Kingsway including Borough Hall.

The respondents put access and congestion around the car parks and roads around the station the top of their concerns followed in the top six by the need for a better pedestrian and cycle infrastructure (including routes, signage and parking) connecting the station, town and riverside to help reduce both traffic and pollution.



Artists impression of the west end of Midland Road

A report on the responses to the consultation can be down loaded from:

<http://edrms.bedford.gov.uk/OpenDocument.aspx?id=D3OyEXcmxbizdUEbz1xSvw%3d%3d&name=34> - Bedford Masterplan Consultation Report.pdf

Traffic Congestion

Traffic congestion in the Bedford urban area has been a concern since the 1950s. Just in the three years between 1960 and 1963 the volume of road traffic rose by 30% and the editorial columns of the Bedfordshire Times at the time gave the solemn pronouncement:

“Latest on traffic. It is learned on reliable authority that the latest investigation to be made into the traffic problem in Bedford has established beyond reasonable doubt that the number of vehicles is increasing by leaps and bounds and that pedestrians are endeavouring to preserve their lives by the same means”.

To ease the situation a number of road schemes were put forward in the 1950s/60s, some of which have been carried over the years - southern and western bypasses and in 2016, the A6/A4280 link road. Not completely carried out was the proposed northern bypass. A proposed bridge at Batts Ford was rejected by the County Council in 1963 as traffic flows showed that 44% of the cross river traffic had no need to go into the town centre. In addition they stated that a shopping street should not be a main thoroughfare which Greyfriars would have become with a bridge at this point.

CCNB is pleased to see that the recent revival of the Batts Ford bridge scheme has been finally killed off in the borough’s latest Transporting Bedford 2020 plan.

With increasing congestion in the town the period was also the start of Bedford’s cycle network to improve the safety of cyclists with several cross town off-road cycle tracks constructed which, with a number of paths regularly used by cyclists, gave an embryonic network of 12km.

The cycle network has been continually expanded since this time and currently consists of at least 156km including 71km off-road paths and tracks and 61km quiet roads. There are still some gaps including ones through the town centre, over the railway line and across several junctions.



Manton Lane congestion from the school run and early exits from Manton Lane estate

(Tuesday 6 Feb 2018 at 4pm)

In the UK many town and cities built new bypasses in an attempt to reduce congestion. Whilst they relieved congestion when initially opened time showed the original roads quickly built up with traffic again to the previous or even greater levels. The introduction of a congestion charge slightly improved the situation in central London but attempts to introduce one in other places led to opposition. In some towns the only solution has been to stop through traffic.

Current commentators have said that some short term relief can be obtained through better management of the highway network such as improving junctions and using 'smart' technology as in the case of the Borough's new 'Transporting Bedford 2020' scheme (see pages 6-8) but again this is not seen as a long term solution unless it is coupled with improvements to encourage the use of sustainable transport; public transport, cycling and walking.

Cycling UK in their response to the government's abortive 'Urban congestion Inquiry' in January 2017 stated:

"A shift to walking and cycling short journey once made by car will not only reduce congestion on local roads but has the additional benefits of helping people to be more physical active and healthier, reducing the burden on our NHS."

Young People's Travel

Is the car as a transport mode in decline?

New Cars

The latest UK new car sales from the Society of Motor Manufacturers and Traders (SMMT) have shown a fall for every month for almost a year.

New Drivers

A study of Young People's Travel for the Department for Transport published in January 2018 has shown that young adults, that is those aged between 17 and 29, are driving less today than they did in the 1990s.

This is in contrast to the 1960s to 1980s where car ownership and car use was considered to be amongst the most important UK social trend.

Driver licences for young people peaked in 1994 and since this time the number of trips per person have fallen by 44% for men and 24% for women.

For the full report see:

<https://www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why>

Lidl's New Store - Cycle Stands

Lidl's opened its new store in Ridge Road adjacent to The Branston Way western bypass on Thursday 7 December 2017. The store has replaced the previous one in Manor Drive adjacent to the St John's Street Kemspton roundabout.

The store has 6 'Sheffield' type cycle parking stands for 12 customers.



The existing cycle route along Ridge Road from Martell Drive to The Branston Way underpass was remodelled to incorporate the car park entrance to the store and a parallel pedestrian/cycle crossing installed opposite Kempston Rural Primary School in Martell Drive.



Project 229/Chiff-Chaff Café - Cycle Stands

The Project 229 premises in Bedford Road Kempston including the adjacent Chiff-Chaff Café since the middle of January has four multi-coloured 'Sheffield' type stands including a slightly smaller one for children's bikes.

CCNB first asked if some stands could be fitted way back in November 2014 as cyclists visiting, particularly the café, were having to secure their bikes to the nearby drainpipe or waste bin handles.



Within days of installation the stands were already being well used (above)

The Chiff-Chaff café (left) is an excellent friendly place in which to rest on a bike ride with the family

W&H Peacock's - Cycle Stands

W&H Peacock, the Newnham Street Auction House, moved to new premises late last year in Wallis Way. As part of the planning application covered cycle stands for 20 cycles had to be provided near the main entrance.

The ones provided situated opposite the main entrance, although very pretty in their red colour, are 'not fit for purpose' and do not conform to Bedford Borough Council's Supplementary Planning Document (SPD) on Parking Standards for Sustainable Communities. The nine stands, due to a low crossbar connecting each one, do not allow cycles to be centralised for easy locking of both frame and wheel. Just locking the wheel is not secure and may also damage the wheel and bike if knocked. CCNB has asked for them to be modified or replaced.



New premises in Wallis Way



Bike styled stands 'Unfit for purpose'

Cycle Counters

Many towns and cities have installed not only cycle counters on many of their cycle routes - Bedford has more than 23 in the urban area - but ones which also have a visible display. The example below is on the cycle route on the south east side of Parker's Piece in Cambridge.



Why promote cycle usage?

It encourages:

- non-sustainable transport users to **Think!** about their routes
- how many cyclists used the route today, this year
- there is an alternative way to work
- shows cycling is popular
- rewards cyclists
- provides a positive message to route users which cycle routes are most used (if more than one visible counter)
- cyclists feel proud to be part of a growing community
- shows **Cyclists** they do Count!

CCNB looks forward to seeing one or more in the future in Bedford.

Biddenham Turn Dropped Kerb

A dropped kerb has been installed in Bromham Road opposite Biddenham Turn to allow cyclists waiting within the Advanced Stop Line (ASL) to proceed directly across Bromham Road to reach the off-road route to either Bromham (left) or Bedford (right).

Cotton End New School

The construction of a new primary school was approved last November (17/01602/MDC3) on land south of Rookery Farm High Road in Cotton End. The school is anticipating the admission of 600 students residing in Shortstown.

One of the planning conditions is to make significant improvements along the A600 between the Shortstown Greycote roundabout and the school entrance to accommodate the intake and encourage sustainable forms of transport to the school in addition to improving the safety of vulnerable users who already use sustainable forms. In detail:

- The speed limit on the whole section will be reduced to 30mph
- Two traffic calming features (chicanes) will be introduced
- A two metre wide cycleway with a half metre grass buffer from the road will be constructed on the east side of the A600
- Two toucan signalled crossings will be built near the school entrance, one for students from the Shortstown link and another for students from Trow Close and Wood Lane in Cotton End

Bell Farm Development

Bell Farm outside Kempston on the south side of The Branston Way between Marsh Leys and Ridge Road is to be developed as prime distribution warehousing with construction starting in the summer. The future new route of the National Cycle Network Route 51 via Great Denham and Kempston West currently terminates at The Branston Way underpass from Wilkinson Road. The development will see a further section constructed through the site between two of the proposed warehouses as far as Ridgeway and Wiles Woods which will eventually go to Marston Moretaine via the new developments north and south of Fields Road Wootton .

As part of the planning approved Section 106 money will also be used to improve a number of other Bedford Cycle Network routes in the Kempston area.

This will include making an off road route along Woburn Road past the Police Headquarters and around both sides of the roundabout into the Wolseley Road industrial estate.

Proposed New Cycle/Pedestrian Bridge

A planning application (17/02642/FUL) was issued last October for the provision of a new cycle/pedestrian bridge across the River Great Ouse between the Great Denham country park and Hillgrounds Road in Kempston. Its provision is a Section 106 planning requirement set out in the original application in 2002.

The bridge is seen as a strategic link to improve accessibility between the new housing development in Great Denham and the established residential area of Kempston and will provide a leisure/commuter route for residents to the southern part of the urban area.



Artists impression

The application to date has not established the route from the bridge to Hillgrounds Road. There are also concerns by the Environmental Agency that the ramps to the bridge may affect the flood risk in the area and these have to be resolved before it is approved.

CCNB shares the view of Great Denham Parish Council that the money reserved for its provision may have been better spent on the replacement Kempston Mill bridge which was installed last summer with disabled/cycle restricted access (see Newsletter No 79).

Great Barford High Street

High Street Great Barford from the junction with Bedford Road to New Road (Great Barford Bridge) was resurfaced during November 2017.

The opportunity was taken to improve the safety of cyclists using the road which is on The National Byway Network through Bedfordshire. An Advanced Stop Line (ASL) has been created at the bridge crossing traffic signals and eight pairs of cycle symbols marked along the road.

Great Barford Bridge - It is noted that no problems have been reported over the last three years since sensors were placed at each end of the bridge to allow cyclists to cross safely (see Newsletters Noes 72/73/74).

Cycle Track Bollards

On many cycle networks throughout the country including on the Bedford Cycle Network you will find bollards erected across a track where it leaves the highway.

The reasons for their presence is to prevent motor vehicles and in particular motor cycles from travelling along the route.

Bollards, and particularly if there are more than one, have to be a certain distance apart to allow access to wheelchairs, mobility scooters, etc.

Unfortunately there have been a number of instances over the years where a cyclist has hit a bollard and injured themselves, sometimes due to lack of attention, excessive speed or simply by the bollard not being fully visible due to its position and light or weather conditions.

One recent instance was the bollards at the approach and exit from The Branston Way underpass in Ridge Road, Kempston.

All bollards should have a reflective white, yellow or red strip around their top or a reflective sign on each side to make them more visible. This was not the case with the above. In December at the request of CCNB the wooden bollards were retro-fitted with a red band.



Bedford Cycle Track Bollard Examples



20mph New Scheme

An order was published in December 2017 at the request of Borough members for Bromham, to make the span of Bromham bridge (Bridge End/Bromham Road) together with the approaches a 20mph speed limit to the promote the safety of bridge users.



Bromham Bridge

*Partial closure trial -
one way traffic
westbound only
conducted from
11 August
to 18 October 2008*



In CCNB's response we said that this will be a start for improving the safety of pedestrians and cyclists crossing the bridge but in the future would like to see a one way motor vehicle system introduced to give even further safety.

In 2008 the old Bedfordshire County Council (BCC) carried out two trials, one in which the bridge was completely closed to traffic and the other in which it was allowed to go only from east to west (see above). In both trials there was a two and three times the number of pedestrians and cyclists using the bridge. The BCC Development Control supported the partial closure at their 28 January 2009 meeting but agreed to leave the final decision to the new Bedford Unitary Authority which was to replace them in March 2009. The latter rejected the scheme due to vocal opposition from Bromham residents.

Rights of Way Improvement Plan 2018-2023

Bedford Borough is responsible for nearly 1,000km of Public Footpaths (600km), Bridleways (350km) and Byways Open to all Traffic (34km). The latest draft of the third version, Rights of Way Improvement Plan (RoWIP) 2018-2023, which was published in November 2017 for consultation had a closure date for responses of 5 February 2018.

When adopted in Spring 2018 it will replace the second 2012-2017 plan and compliment the Borough's Local Transport Plan.

The RoWIP is a statutory plan which outlines the actions the Borough will have to take over the next 5 years to improve the Borough's Public Rights of Way network. It has the following four aims:-

Aim 1: The PRoW network is valued as an asset

Aim 2: Improved service provision and working with network users

Aim 3: A well maintained, safe and easily accessible network

Aim 4: Getting involved

Aim 5: Information and promoting the network

Under the first aim it will:-

1 - Work closely with Highways Planning and Policy team to highlight the contribution the PRoW network makes to all non-motorised highway users in the Borough.

2 - Support the development through planning applications of the National Cycle Network (NCN) Route 51 (Bedford- Sandy) and (Bedford-Marston Moretaine) to NCN standards and adoption/maintenance as public highway.

It is recognised that a significant contribution can be made by the RoW network, through projects to develop sustainable transport links between settlements and key employment sites to meet the Active Travel Plan (Cycling and Walking) part of the Borough's Local Transport Plan (LTP3).

In this document it states that the Active Travel Plan aims to increase levels of physical activity (i.e. walking and cycling) in travelling, while at the same time reducing congestion and improving air quality in fulfilment of the following vision:

“ To create an environment and culture in which walking and cycling are seen as the natural choices of travelling because they are convenient, safe, comfortable, healthy and attractive”.

Full details of the plan can be seen on the borough's website under:-

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

Pedal Powered Sewing Machines

A bicycle is not only used to get a person from one place to another but can also be used to power many things and not just to make smoothies. It can be used to generate electricity to power mobile cinemas and other pieces of equipment. One such application is to power a sewing machine if you are on the move or in an area with either no electricity or an irregular source.



Oxford portrait artist Harriet Riddell has taken her machine to the slums of Nairobi and the fields of the Himalayas to show people how they can be powered by a bicycle. A short video of Harriet using her bicycle powered sewing machine in Oxford can be seen on

<http://www.bbc.co.uk/news/av/uk-england-oxfordshire-39500477/harriet-makes-bicycle-powered-sewing-machine-portraits>



Similarly American artist Paul Nosa's uses customer's pedal power while on his regular US sewing tours. A discount is given for every minute they keep the sewing machine going.

His website can be seen on <https://pnosa.com/website>

Outspoken Electric Cargo Bike

Outspoken Training of Cambridge has been the delivery partner of Bedford Borough Council's Road Safety Team since 2013 to deliver Bikeability cycle training to schools in the borough.

In 2017 more than 1000 pupils were trained across all three Bikeability levels.



The company also has two sister business, Outspoken Delivery and Outspoken Cycles.

The first business uses specialist cargo bikes and electrical vehicles to create a fast, efficient low impact delivery solution for businesses. An electric cargo bike as shown above can be hired in Cambridge.

The second business has a range of bikes available for events from Pedal Powered Cinema, Micro Cinema, Live Music, Jukebox, Phone Charging, and Scalextrics to Smoothie Bike.

Their website can be seen on

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

British Road Sign Project

In 1965, one of the most ambitious and effective signing systems was launched in Britain. The new system, relating to Continental protocol, included a set of pictograms and a new letter font named Transport, designed by Jock Kinneir and Margaret Calvert. Despite minor modifications, the system still remains in place today. The signs have occupied an important role in our lives for 50 years instructing us where to go and a safe speed to travel, and making us aware of any hazards or road works.

To celebrate the 50th anniversary of the signs design company MADE NORTH invited leading artists and designers to celebrate and transform the familiar circle, triangle and square signs. They have developed concepts that evolve from the current signs' functions to poetically disrupting our everyday and making us stop, look and think about design and our environment in a slightly different way; less instructions and more pauses for thought.

Find out more about the project on www.britishroadsignproject.co.uk.

Your Editor saw the results of the project at the Humber Street Gallery in Hull late last year as part of the City of Hull's year of culture. Here are just a few examples.



Danish Cargo Bike

Your editor saw this cargo bike on a visit to Folkestone's triennial art festival last summer being used by a partially disabled person to carry her shopping and her equipment as an artist.



The bike was hand built by Nihola in Denmark.

The company was launched in 1998 following the attendance at a Copenhagen bike exhibition of mechanical engineer, Niels Holme Larsen, and a newspaper article which concluded that bicycles would only be able to compete against cars when they could transport two children and groceries at the same time.

Today, Nihola develops, produces, sells and provides service on proprietary tricycles for families, rehab/handicap, institutional and commercial use and has dealers in 35 European countries, Canada and the U.S.

A short video on the family bike can be seen at:

<https://www.youtube.com/watch?v=nzJeHJtsCro>

A more technical video on the bike can be seen at:

<https://www.youtube.com/watch?v=4qM73MNIZ98>

Electric Bike Scheme - IoW

Electric bikes have now become very popular in the UK and dozens of new dealers have opened over the last year or so selling a number of different ranges. In the Netherlands it is claimed that one in eight bicycles sold are now electric.

This type of bike has become very reliable with good engineering design and is sold with excellent backup and support services.

Last year the Isle of Wight Council secured a grant of £1.3 million from the Department for Transport's Active Fund for Sustainable Travel.

Three Island businesses have a slice of the grant to promote green tourism. Two involving electric bikes are as follows:.

- The Seaview Hotel will use the grant to provide a fleet of electric bikes for staff and visitors as part of the hotel's aim to create bespoke car-free travel packages.

- The Bay Boutique Bed & Breakfast in Freshwater Bay, who already operate as an environmentally aware and sustainable business, will use electric bikes to increase active travel by their visitors by 10%.

The distance an electric bike will travel before the battery requires re-charging depends on how many hills you have to go up and local conditions as well as the amount of assistance from the motor and the amount of effort you put into the pedalling both of which extend the range of the bike.

Fortunately many pubs, cafes, restaurants and attractions on the island are keen to see electric bike users as potential customers and to date there are more than 25 locations where the bike can be plugged in while they visit as a customer.

Solar e-Bike



Solar Application Laboratory and the Eindhoven University of Technology have been developing for the last two years a Solar e-bike or s-bike which recharges itself through solar panels on the front wheel.

The bike has a battery which it is claimed will last twice as long as a normal e-bike and is currently being tested in all weather conditions.

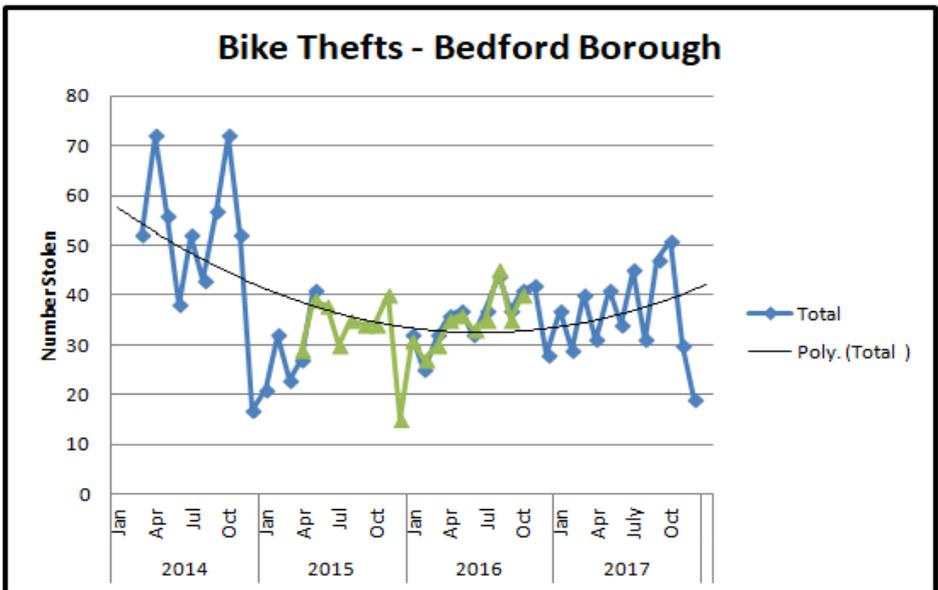
It is estimated that some 10,000 bikes of this type could be sold in the Netherlands in the next two years.

Cycle Security

Unfortunately a bicycle is a desired item for 'spur of the moment' thieves or the professional as experienced by a number of CCNB's members during 2017.

It is almost impossible to stop the latter but good locks can deter the former. When leaving a bicycle unattended it is always advised to lock it to a permanent structure or cycle stand in a well-used and properly lit area where it is visible to passing pedestrians. There are more than 500 cycle stand spaces in Bedford town centre and more than 600 at the railway station on which to secure a bicycle.

Over the last 12 months 435 bikes have been stolen in the Borough. The top six hot spots were the Town Centre (152), Cauldwell (51), Harpur (29), Kingsbrook (26), De Parys (26) and Newnham (22).



Over the last four years 2014 gave the highest number of thefts. The level dropped significantly in early 2015 but has gradually increased since this time. In three of the last four years December had the lowest number of thefts.

In England and Wales there were 285,000 bike thefts for the year ending September 2017 representing 23 thefts per 1000 population, up 1% from the previous year. Full crime data can be found in Table 1a under:

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/yearendingseptember2017>

Annual Cyclenation Conference - Colin Last



Shifting gear: a radical change for cycling

Annual Cyclenation Conference 2017

Friday 10th November Rose Hill Community Centre, Oxford. OX4 4HF
Saturday 11th November Cheney School, Oxford. OX3 7QH

www.cyclox.org/conference
#CNconf17

Sponsored by

FREETHS SOLICITORS

Photo: Kamyar Adl

cyclox the voice of cycling in Oxford

CYCLENATION Federation of UK cycling campaigns

we are cycling The cyclists' champion UK

Shifting Gear: a radical change for cycling

I attended the annual conference organised by Cyclenation/Cycling UK in Oxford. It was spread over two days, although I only went on the Saturday. It brought together campaigners, national and local politicians, council officers and transport planners from across the UK. The aspiration was to leave participants with the knowledge and skills to influence policy, campaigns and practice which will result in a modal shift to cycling.

We listened to presentations in the main hall in the morning, and then in smaller groups attended workshops in the afternoon. There was also plenty of opportunity to talk to the other attendees, particularly over lunch.

I found it overwhelming in that there was such a lot going on and many issues covered. There was much detail which I found it hard to keep up with and I came away with a lot of references for future reading. A fascinating and informative conference, very professionally run. I go into more detail below on a few of the presentations and workshops I attended. This was only a small part of what was going on over the two days.

Overall the thoughts I came away with is that the problems of getting

amazing things going on in the cycling world, and particularly electric bikes which seemed to be a big topic of conversation.

1. Back on your bike – plans for a National Activity Service

This presentation was from Professor Sir Muir Gray who is a consultant in Public Health, Oxford University Hospitals NHS Trust and former Chief Knowledge Officer of the NHS. He is the author of ‘Sod 70!’ and other books in which he argues that the most important type of healthcare is what you do for yourself.

In a very engaging and thought provoking talk he extolled the virtues of exercise for everyone; for an increasingly sedentary workforce, and also for disabled and elderly people. Drugs and other interventions can only do so much. We must not succumb to an inactive lifestyle, there is much we can do to help ourselves. His argument is that we have seen two healthcare revolutions; the first was the public health revolution (sewers, clean water, etc.), the second has been the technological revolution (antibiotics, heart bypasses, etc.). The next healthcare revolution is one of self-help and exercise. Exercise is the miracle cure. His philosophy can be summed up neatly by his book ‘Sod sitting. Get moving!’ and with the byline ‘Down with sofas and Up with stairs!’

Sir Muir is hoping his ideas will be taken up by government. Of course he was preaching to the converted at a cycling conference. The difficulty will be persuading others, the less active, of the very real health benefits of exercise.

2. Galvanising a cycle campaign group

I attended a workshop where we discussed our differing experiences of cycle campaign groups; there were members from large well established city groups to small local initiatives.

Firstly, we talked about the problems we faced in our groups. These included:

- The relationship with local authorities
- How we engaged with the public
- How we could be more diverse in membership, and how to appeal to younger people and families
- Is there a role for direct action?

How to manage and motivate members.

Secondly, we discussed how to tackle the problems and galvanise a group.

Ideas included:

- **Working with others** – with Councils and other bodies it is important not to be too negative. Focus on how to make things better. We could improve our impact by partnering with other groups. Walking, horse riding or ‘green’ groups for example.

- **Engaging the public** – petitions; ‘critical mass rides’; engage issues that matter to the wider community, not just cyclists

Keeping group members engaged – know your members; remember they are volunteers; before committing to a course of action, consider achievability as well as potential impact

My one criticism of the conference is that they tried to cover too much ground. We only scratched the surface of this topic – it would have been good to have spent a much longer time than the 50 minutes allocated to the workshop.

3. Bridging the gap between research and practice

The simple premise behind this workshop was that there is a lot of good research and guidance out there, particularly from universities, which does not get disseminated and used. There is a gulf between what we know and what we practice, and there should therefore be better collaboration between the researchers and the users.

One of the leaders of the workshop, Adrian Davies, works as a Public Health and Transport Consultant. He is the UK’s only health and transport specialist funded by a local authority and placed in a Transport Department – in Bristol City Council. In his job he has the time to sift through all the available literature, and then provides evidence summaries to support council officers access the best available research.

We discussed where cycle campaigners can go to for high quality resources. The internet is a good tool these days to access information.

Some useful links include:

Essential Evidence: <https://travelwest.info/essentialevidence>
Urban Transport Group ‘Resources’ and ‘Data Hub’:
www.urbantransportgroup.org
Chartered Institute of Logistics & Transport – CILT(UK) Cycling Hub:
www.ciltuk.org.uk/AboutUs/ProfessionalSectorsForums/Forums/Cycling/TheHub.aspx
Cycling UK ‘Briefings’: www.cyclinguk.org/campaigns/briefings
Sustrans academic research and statistics: <https://www.sustrans.org.uk/policy-evidence/the-impact-of-our-work/related-academic-research-and-statistics>
British Cycling Campaigning: <https://www.britishcycling.org.uk/campaigning>

Researching cycling among the older population

The other workshop leader, Ben Spencer, was a Research fellow at Oxford Brookes University. Previously Ben was a researcher on cycle BOOM, a study to understand cycling among the older population and

how this affected independence, health and wellbeing. The ultimate aim was to advise policy makers and practitioners how our environment and technologies could be designed to help people to continue to cycle in older age or to reconnect with cycling.

Cycling accounts for only 1 per cent of all journeys amongst people aged 65 and older in the UK compared to 23 per cent in the Netherlands, 15 per cent in Denmark and 9 per cent in Germany.

Some people adapt to changing physical circumstances and continue to cycle in older age, but for many people in the UK, cycling becomes more physically challenging and the risks associated with riding a bicycle in a less than supportive environment force many to stop for fear of injury.

Programmes across the UK to promote cycling, such as improvements to cycle paths, provision of cycle training and promotional events, together with the growth in availability of assistive technologies such as electric bicycles ('e-bikes'), could be helping to reverse this trend.

The way the research was publicized was held up as a blueprint as to how things should be done. They developed a toolkit in the form of a final report, and briefing notes, which highlight the ways that policy makers, practitioners (such as engineers, designers, planners and architects) and industry can support older people's cycling through design. They also produced a suite of short documentary films which provide an illustration of how design and social practices affect cycling mobility and wellbeing among older people and the implications in terms of creating age-friendly cities.



Oxfordshire cycle friendly route

Copies of all the presentations, papers and workshop summaries can be seen under:

<https://drive.google.com/drive/folders/1OllWng-4wXmPc-Sspmc3wp8GZJrzEiZS>

Green University League

The University of Bedfordshire has been placed 6th out of 154 universities in the student led People & Plant network's 10th anniversary of its 'green' university league tables in 2017. Beating it were Manchester Metropolitan, Gloucestershire, Nottingham Trent, Worcester and Aston.

On Monday 13 November 2017 the University took centre stage by hosting an event, *Climate Change: Negotiations, Actions and Movements*, to look at the impact of climate change and what could be done to avert its impacts.

The event brought together students and academics with people from across the community, and public and private organisations, including local dignitaries and representatives from diplomatic missions. The aim was to increase the knowledge and understanding of the threats of climate change, the experiences of its impacts, the role of the UN, and of existing initiatives that aim to reduce the impact of climate change.

Members of the local climate change organisation, Bedfordshire Climate Change Forum (BCCF), attended the event.

The BCCF holds its monthly film meeting at the university, the first Wednesday in each month. For further information see their website:

<https://bedsclimatechange.wordpress.com/>



BCCF and CCNB members: Lucy Bywater (BCCF Co-chair) - above and David Maxwell - right speaking at the event

Climate Change

The past three years have been the hottest since records began in 1850. 17 of the 18 hottest years have occurred since 2000.

The average temperature rise for 2017 was 0.99°C above that seen from 1850 and was fast approaching the 1.5°C temperature rise limit set by the 2015 Paris climate change treaty. At this rate of increase it has been estimated that the limit would be breached within the next two decades making it more important than ever to develop a zero carbon economy.

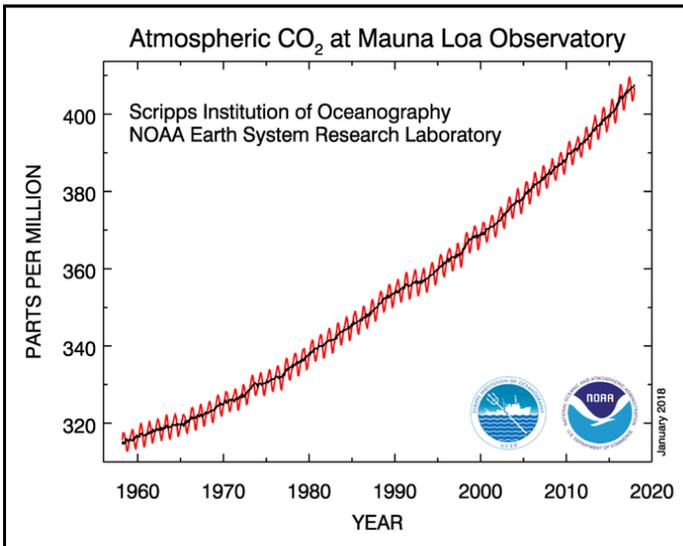
The World Economic Forum (WEF) at its annual meeting in Davos, Switzerland in January highlighted the growing threat of environmental collapse facing the international community. A survey of experts said that all five of the environmental risks covered:

- extreme weather events
- natural disasters
- failure of climate change mitigation and adaption
- biodiversity loss and ecosystem collapse and
- human made natural disasters

had become more prominent following a year of high impact hurricanes, extreme temperature and a rise in CO2 emissions.

Carbon Dioxide Emissions

The amount of carbon dioxide trapped in the earth's atmosphere, the main factor responsible for climate change, has hit its highest level in millions of years.



Hawaii's Mauna Loa Observatory which started carrying out measurements in 1958 has seen continually increasing levels since this time with the value in early February 2018 at 407.4ppm, 47% above the preindustrial level of 278ppm.

From the Archives - On your Bike M'Lord!!

Taken from CCNB newsletter No 24 (October 1999)

“For the past 28 years Lord Avebury has propelled himself gently on his bicycle from his home in Camberwell, south London, to the House of Lords, parking his bone shaker in front of the statue of Richard 1 at Chancellor’s Gate.

Last week his routine was punctured when his machine disappeared. His temper was not improved when he was told the light-fingered culprit was the common’s caretaker, otherwise known as Black Rod. ‘I wasn’t given any warning fumes Avebury who, as Eric Lubbock, was the Liberal MP for Orpington. ‘Black Rod says it detracts from the view of the building, but nobody ever minded Lord Hailsham parking his bicycle out front. To say nothing of the 50 odd cars.’

Avebury is not going to let the matter rest. He is soliciting support from the All Party Bicycle Group and has hopes of winning a reprieve. As he says: ‘If people saw more bicycles parked among the Rolls Royces outside the Lords they’d realise this place is not full of rich idlers.’”



*Lord Avebury in 1978
(1928- 2016)*

Statue of Richard I



John Franklin 1930-2017



It was with sadness that we learnt of the death on 4 December 2017 of John Franklin. His funeral on Thursday 28 December 2017 was for family only.

John was a founder member of CCNB and in the early days organised bicycle maintenance courses and carried out Doctor Bike checks at CCNB events. Over the years he wrote a number of articles for the CCNB newsletter including:

- * A quick trip down the Danube (No 10)
- * Towards a car-less Bedford (No 15)
- * Bicycles in the Channel Tunnel (No 15)
- * The merits of a folding bicycle (No 23)
- * Northampton & Lamport Railway (24)
- * Cycle lanes (No 28)
- * Canadian vacation (No 30)
- * Cycling in Jersey (No 36)

He retired from the committee at CCNB's AGM in April 2011 having held the posts of Secretary, Membership Secretary and Newsletter Distributer.

John in December 2009 taking part in a ride around the town as part of the campaign for the Copenhagen Climate Change conference.

Thameslink Class 700 Trains Cycle Storage

All the trains on the Thameslink route are now of the Class 700 type and are of either 8 or 12 carriages long.

As a reminder there are only two areas for the storage of two bicycles on each train length giving a total of four bicycles per train.



CCNB Annual General Meeting

This will take place on Friday 27 April 2018 at 7.30pm
Friends Meeting House, 5 Lansdowne Road, Bedford, MK40 2BY

This is a chance to meet other members and discuss what is
happening on the cycle scene in the Bedford area

Please put the date in your diary

Local Cycle Rides Contact:

Cycling UK (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)