

Cycle Bedford

space
for
cycling
pages 32-34

Issue 69
June 2014

The Voice of Cycling Campaign for North Bedfordshire

New 'Garibaldi' Bridge

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

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Campaigning Representation

CCNB is represented on the following committees:

Bedford Cycle Strategy Group

Bedfordshire Rural Transport Partnership Forum

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

Bedford Green Wheel

Bedford Stations Travel Plan

Local Transport Plan (LTP3)

It is affiliated to



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

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New Members

We welcome new members: Trevor Beard and family.

Editorial

Cycling ticks the box to help reduce two of the Worlds -> UKs -> Bedford's current problems which have been continuously in the news over the last few months; the high level of obesity in the population due to their inactivity and its consequence on health and mental wellbeing and the threat to lives of pollution and global warming due to the hazardous emissions emitted by motor vehicles (and industry) causing climate change.

It is important that young people - our children and grandchildren - are brought up to be more active and thus healthier by allowing them to cycle (and walk) to school as soon as they are able to do so - particularly those who only live a short distance away.

Starting at an early age - as most people did in the past - will place them in good stead to continue to cycle throughout their lives.

A few months ago Bedford alongside other parts of the country was subjected to several days of heavy pollution blocking out the sun and filling the air with life threatening particulates. The pollution due to a combination of particulates from the emissions of motor vehicles, particularly diesels, is known to kill 25,000 people annually in the UK alone (73 in Bedford Borough - 5.5% of total deaths).

While cycling will not completely solve these global problems it will go some way, particularly for health and wellbeing, if some of the current 55% of journeys under 5km made by motor vehicles are changed to cycling (or walking/public transport).

Cycling can help reduce obesity and air pollution

Let us continue to build on current enthusiasm

It is for these reasons that CCNB continues to press the Borough and others to encourage residents to consider changing some of their journeys to the use of the bicycle through:

- (1) provision of a high quality cycle network
- (2) provision of cycle training (Bikeability) to all school children and
- (3) introduction of 20 mph speed limits in all residential and shopping areas including the town centre.

The Borough's successful hosting on 8 May 2014 of the end of the second stage of The Women's Tour showed there is enthusiasm for cycling.

Let us now continue to build on this and make Bedford truly a

'Town of Cyclists' and 'Cycle Friendly Communities'.

'Garibaldi' Bridge Cover Story

A new bridge (see cover photograph) has recently been constructed across the River Great Ouse between the development on the site of the old Britannia Ironworks in Kempston Road (opposite the Bedford South Wing Hospital) and the riverside path on the north bank.

The bridge will be an alternative link for people to reach the town centre and railway station from the hospital and the Kempston Road and Ampt Hill Road areas.

The provision results from a 'Section 106' agreement by the developer and the Borough Council when planning approval was given for development of the site.

The bridge is just over two and a half metres wide and is a cable stayed bridge supported from a single 16 metre high, inverted 'v' shaped mast founded on the development side of the river. The landing rights on the north side are tight and the riverside path has had to be raised to meet the bridge level. It would have been better to have utilised a small section of unused Network Rail land to give additional space.

In width and parapet height it is similar to the town's Butterfly bridge but slightly narrower than Queen's bridge further along the riverside.

Why is it to be called the 'Garibaldi' Bridge?

General Guiseppi Garibaldi, the leading figure in the nineteenth century struggle for Italian unification, visited the site for one day just over 150 years ago on Friday 15 April in 1864. The Ironworks was producing steam cultivators and Garibaldi, also a keen agriculturist, was interested to see these machines at first hand. A sequoia tree, since dead, was planted to commemorate the visit. The late Mayor of Bedford, Frank Branston, considered it would be appropriate to celebrate the link of Bedford's large Italian population with one of their national heroes.

As of the beginning of June the path on the development site side still has to be completed from Palgrave Road to the bridge although this is expected to be completed shortly.

It is then proposed to celebrate, slightly late, the 150 year anniversary of Garibaldi's visit by formally opening and naming the bridge and planting two new sequoia trees.



The Women's Tour

The Embankment, Bedford on Thursday 8 May 2014 at approximately 14.00 saw the end of the 2nd stage of The Women's Tour, a five day women's elite international stage race which had started from Hinckley in Leicestershire.

Although the day was very wet several thousand residents, including hundreds of school children braved the weather to line the route throughout the town.

The stage winner was the young Italian Rossella Ratto, fittingly for a town with a significant Italian population.

Women's Race Series

Bedford is considered by many involved with cycling as being the home of women's racing in Britain through its hosting for many years of the Bedford Classic for Women, part of the Women's Team series. The 2014 3 day, 5 stage road race event had taken place the previous weekend.

During the morning of The Women's Tour a one day supporting event was organised with 16 short laps taking in a route along the High Street, The Embankment, Newnham Road and Mill Street with the final along The Embankment. The race was said to be ideal for women wanting to try out racing in a supportive environment without committing to the full 3-day event.

The winner was Jennifer Crouch of the London Dynamo.



Race participants turning into Newnham Road

Urban Cycling

Cycling however is not just for sport (or leisure) it is also a short distance 'door to door' mode of transport - it is healthier and kinder to the environment as well as being quicker and cheaper.

For those people reading this newsletter who currently do not cycle

'Why not try it yourself'.

Matt Seaton - Ex Guardian cycling correspondent - a few years ago said:

"Everyone who rides a bike for practical purposes does so because they have discovered that nothing beats it for speed, reliability, convenience and pleasure".

CCNB Annual General Meeting

The CCNB Annual General Meeting took place at The Friends Meeting House, Bedford on Friday 9 May 2014 with 21 people present.

Presentation

The AGM was preceded by an excellent presentation by Yo Higton, Sustrans Bedford 'Access to Stations' Project co-ordinator working in partnership with Bedford Borough Council on 'Active Travel Promotion in Bedford'.

Committee

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

If any members would like to join the committee please let us know.

Wednesday 18 June 2014

'Almost the Longest Day Ride'

Meet at the Priory Park Visitors Centre at 6.30pm

A joint CCNB/CTC bike ride along Route 51 and the circular riverside route to Willington where we will take a short break before returning by the direct route

This is a chance to meet other members

Please put the date in your diary

Cycle Infrastructure Recently Completed

Goldington Road/St Neots Road Signage

Fifteen years ago (in 1999) the Highways Agency widened the path alongside the A428 St Neots Road and Goldington Road from Renhold Turn to The Bury to enable it to be also used by cyclists. Unfortunately due to de-trunking of the road and responsibility transferring to the old County Council it was never officially signed although its use as a cycle path was authorised for the first CCNB Bedford and Kempston Cycle Map in 2001.

The path has been finally legalised over the last two months with the introduction of several dual use roundels along the route which as a result of the Great Barford bypass which opened in August 2006 now extends across the junction to the road to Great Barford.

Norse Road Signage

At the same time as the Goldington Road/St Neots Road signage was put in, the length of path on the west side of Norse Road from the Goldington Road roundabout as far as the Hudson Road roundabout was also signed. This now gives an off-road route all the way along Norse Road for residents of the three developments and those visiting the Cemetery and Crematorium and enables them to have a direct route to The Embankment and riverside as well as the town centre.

Caves Lane/Crediton Close Junction Markings

The Caves Lane/Crediton Road junction markings have now been refreshed correctly. The original markings on this important 'Safer Route to School' cycle route from Goldington Road to Polhill Avenue had completely disappeared due to age and numerous pothole repairs.



After



Before

Goldington Road Cycle Symbols

When Goldington Road was resurfaced during June 2013 and new wider cycle lanes marked out it was not possible to do this between Phillpotts Avenue and the Polhill Avenue junction due to the narrow width of the road between these points. To advice motorists that cyclists are still likely to be present in this area a series of cycle symbols have now been marked on the carriageway.

Ford End Road/Bromham Road/Elstow Road Railway Bridges

During April 2014 a series of cycle symbols were also marked on the carriageways on the bridges across - Ford End Road and Bromham Road - and under - Elstow Road (Kempston) - the Midland Main railway line to make motorists aware of the potential presence of cyclists.

Unfortunately in the case of those on Ford End Road and Bromham Road, the symbols will not make it much safer or encourage non-experienced or unconfident cyclists to cycle on-road along these routes due to the adjacent mini-roundabouts, two of a number of non-cycle friendly junctions in Bedford.



Bromham Road railway bridge approach going east

Hastingsbury Route Improvements

The Hastingsbury cycle route between Bedford town centre and Hastingsbury School in Kempston was created in 1983 as a showcase scheme by the then Department of Transport. There have been a number of changes since that time but in 2009 a review was carried out and a number of recommendations made to improve the route.

Most of these have been carried out in the last two months including raised tables at the Whitbread Avenue and Stafford Road junctions with Bedford Road and on the stretch from St John's Street to Hastingsbury School a number of the off-set barriers have been replaced by bollards.



Stafford Road raised crossing

Bollard at junction with Kendall Road



Park Avenue Cycle Lanes

The last section of Park Avenue from the toucan crossing just west of De Parys Avenue to the roundabout with Foster Hill Road has now had cycle lanes marked out on both sides of the carriageway.



East towards De Parys Av

At the Foster Hill Road roundabout the end of the cycle lane was marked with the lane tapering towards the kerb. CCNB believed that this created a potential safety hazard for cyclists and asked the Borough to change the markings. Response was quick and within days the tapered section had been deleted.



West towards Foster Hill Rd
As originally marked *With taper deleted*

Fields Road Wootton Roundabout

A new roundabout together with a 3 metre wide cycle track around three sides, an even wider bridleway and a Pegasus crossing on the east side was constructed a few months ago in Fields Road Wootton as part of the infrastructure for the new housing developments on both sides of the road. Currently only the north side development is taking place.

The track will eventually be part of the realigned Route 51 from Marston Moretaine to Kempston but at the present time is a route to nowhere.

Priory Business Park Bridge Hazards

Early this year several cyclists fell off their bikes while riding across the wooden bridge in Priory Business Park which separates the Business Park from a car park and the entrance to Priory Country Park. The reason was early morning frost which had made the surface extremely slippery although the tarmac road on either side was satisfactory. A car has been seen to spin round on the bridge under these conditions.



In addition a number of bolts holding the planking were found to be sticking proud, a further hazard for cyclists/bicycles as well as car tyres. The Borough is going to remove the bolts shortly and investigate potential solutions to improve the surface of the bridge.

St Mary's Gardens Revamp

A major scheme to improve the riverside walk in St Mary's Gardens was completed in time for a reopening at Easter.

A new 3m wide path has been constructed between County Bridge and Town Bridge and 31 semi-mature Tulip trees planted along the riverside. The smoothness of the path, part of the National Cycle Network Route 51 through the town, is a great improvement over the previous 'steepchase' course of the old path which had been affected by the roots of the old Horse Chestnut trees.

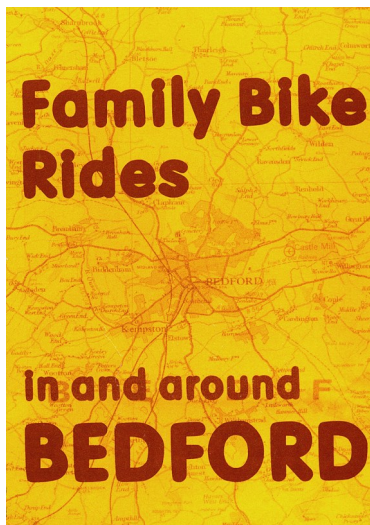
The new pedestrian/cycle bridge to be built across the river over the next year as part of the Riverside North development will link into the path.



Family Cycle Rides Online

CCNB's first book of rides published in 1998 - 'Family Bike Rides in and around Bedford' has been out of print for several years.

The book consisted of eighteen cycle rides (six in Bedford and twelve around Bedford). These have been updated and are now available online as eighteen separate rides.



The rides can be accessed from:

[www.cyclebedford.org.uk/
familycycleridescb.htm](http://www.cyclebedford.org.uk/familycycleridescb.htm)

Why Cycle?

A few months ago your editor wrote an article 'Why Cycle?' which was published in a local magazine. For those people who did not see the article it can be accessed from:

www.cyclebedford.org.uk/whycycle.pdf

Cycle Parking Standards

Bedford Borough Council published in May 2014 a draft Parking Standards for Sustainable Communities - Supplementary Planning Document (SPD) for consultation. The document updates guidance set out in the Parking Standards Design Guide which was adopted in November 1996 relating to car parking and the 2006 Cycle Parking Guidance document produced by Bedfordshire County Council.

The draft SPD reflects changes in national policy and sets out the Borough Council's expectations for parking layout and standards. The draft SPD supports the application of saved Policy T15 Parking which is contained within the Bedford Borough Local Plan 2002 and supports the adopted Allocations and Designations Local Plan Policy AD39 Cycling.

The documents can be seen on the website:

[http://www.bedford.gov.uk/environment_and_planning/
planning_town_and_country/planning_policy_its_purpose/
parking_standards.aspx](http://www.bedford.gov.uk/environment_and_planning/planning_town_and_country/planning_policy_its_purpose/parking_standards.aspx)

Bedford Station Counts Latest

CCNB cycle counts at Bedford railway station for the 'winter' period (from 1 September 2013 to 31 March 2014) have seen an increase of 7% in cycles parked over the same period in the previous year (343 versus 320) continuing the pattern of the last few years.

The counts do not take into account the increasing number of commuters who take their bicycles with them on the train. This has been estimated to be around 50 (many of the Brompton fold up type).

Bedford Station Bike Pump/Repair Stand

Bedford Midland Road Station has now acquired a public bike pump and repair stand for use by any cyclists who may find their tyres a little flat when they return to pick up their bicycle or in need of a minor repair or adjustment. Both facilities are located to the right of the new double decker cycle stands near the pedestrian entrance to the car park.

The pump fits a wide range of bike valves and has an integrated pressure gauge.

The repair stand provides a stable mount for any type of bike and has eight tools attached to it using aircraft cables including tyre levers, adjustable spanner, multi-tool and torx screwdriver.



Bike Pump



Repair Stand

Cycle Stands

As stated on numerous occasions one of the major reasons why people say they will not use their bicycle for utility purposes is the lack of provision of secure cycle parking stands at their destination. Bedford Borough is fortunate compared to many parts of the UK in that the number of stands provided is continually being increased through conditions associated with the approval of many planning applications.

Unfortunately not all of those installed meet the Borough's cycle parking recommendations for the type required. Many also are not placed near an entrance for the convenience of the cyclists and are therefore not necessarily used to their capacity.

Park Hotel

A set of three 'Sheffield' type stands was finally installed at the Park Hotel in Kimbolton Road after a campaign by CCNB since November 2011 when as part of a planning application four 'Butterfly' stands were incorrectly installed. This type although used extensively in the past and still available are 'Not fit for purpose' as they do not allow a bicycle to be securely locked. Only the front wheel can be secured and if the bicycle is knocked or exposed to strong winds it can be easily buckled. Unfortunately the new stands are still not 100% satisfactory as they have been installed too close to a wall.



New 'Sheffield' stands



Original 'Butterfly' stands

B&Q

The new B&Q store opposite the Interchange Park in Kempston which opened in August 2013 has excellent cycle parking facilities with a set of 10 'Sheffield' stands installed under cover.

Unfortunately, in spite of comments by CCNB on the original plans, the

stands have been located to the far end of the site way past the entrance to the site and the entrance to the store itself in a position such that most customers will not be aware of their existence.



Entrance to the site in the far background

Sainsbury's Kempston

A similar situation to B&Q although nowhere near to the same extent exists at the Sainsbury's store at the Saxon Centre in Kempston.

At the request of CCNB eight 'Sheffield' stands in December 2012 were provided under cover to give 16 spaces along the side of the store. Unfortunately these are again not near the entrance and virtually all cyclists leave their bicycles secured to the railings or trolley racks.



Sheffield stands



Trolley racks

Pavement Cycling

The media is always giving cyclists a bad press for riding on the pavement but never to pedestrians who walk on a cycle path or motorists who drive and park on a path.

The current law states that cycling is only permitted on a footway/pavement - a path at the side of a road - provided that the Highway Authority has designated all or part of it as a cycle track under the terms of the Cycle Track Act 1984 and it is signed. The cycle track can be either shared (dual) use or segregated use.

So what are the reasons why people cycle on pavements?

Safety

Many cyclists and would be cyclists consider that the roads are too dangerous to cycle along and prefer to ride on off-road cycle paths or pavements. This particularly applies to the less confident, inexperienced or young cyclists and the elderly and disabled.

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

Inconsistent signing

Not all off-road cycle paths are adequately signed so cyclists are not always aware on which pavements cycling is allowed or when it finishes. Pedestrians are not always aware they are also on a cycle path.

Conflict between cyclists and pedestrians on off-road cycle paths is often more perceived than real. It can be mitigated by good design.

Not aware of law

Some cyclists have a negligible or non-existent knowledge of the law (or Highway Code) relating to bicycle use.

Training

Lack of cycle training (Bikeability to Level 3 is a must for busy road use).

Unsociable behaviour

The irresponsible minority do not respect other users and tend to ride at high speed.

What can be done to minimise pedestrian conflict and also to encourage more cyclists to use the road?

Infrastructure

All off-road paths and on-road lanes must be constructed to high standards of safety and design. For off-road paths attention must be paid to sight-lines, pavement obstructions, lighting and maintenance. For on-road lanes all junctions and roundabouts must be cycle friendly.

When converting a pavement to shared use, it is particularly important to ensure pedestrian and cyclist movements are unobstructed by sign posts, lamp columns, etc. If this is not possible, the pavement might not be suitable for conversion.

Cycle audit

All cycle paths and on-road lanes must be subjected to cycle user audits and road safety audits in accordance with appropriate guidelines.

Training

Children and (adults) should be encouraged to have cycle training to Bikeability Level 3, a must for cycling on busy roads. This should also include knowledge of the Highway Code with respect to cycling.

Responsibility (on dual use or segregated paths)

Cyclist should ride at slow speeds and always give way to pedestrians and wheelchair users. Some people are hard of hearing or visually impaired so do not assume they can hear or see you. Ring your bell twice or politely call out to warn of your approach and acknowledge people who give way to you.

On segregated paths both pedestrians and cyclists should endeavour to keep to their part of the path. Dogs should be kept under control, particularly those on extendable leads.

Volume/speed of traffic

All residential roads and those near schools and town or local shopping centres should be 20mph speed areas or zones to improve the quality of life of all residents but particularly to encourage cyclists to use the road or only off-road cycle paths.

Enforcement

Action should be taken to ensure that parked vehicles do not obstruct cycle paths and lanes.

Editor - The above is based on a briefing paper sent to The Mayor in December 2013.

The paper also contained 'A code of conduct for cyclists to follow on shared use paths'. This is available from CCNB as a leaflet or can be seen on the CCNB website under www.ccnb.org.uk/codeofconduct.pdf

20mph Speed Limits Update

All over the UK strong cases are being made by campaigners for town and city wide 20mph speed limits to be introduced in residential, school and shopping areas.

Some commentators are saying that the introduction of lower speed limits is the most effective method available for improving public health, not least in order to help reduce the number of injuries among those aged between 0 and 25, the elderly and residents living in poorer areas.

In urban areas the majority of people killed or seriously injured in the UK are pedestrians and cyclists. For children between 11 and 16 years old and anyone between 5 and 25 years old speed is the biggest killer.

A Local Government Information Unit policy briefing in December 2013 came out strongly in favour of the introduction of 20mph speed limits because of its 'win-win' outcomes. The briefing can be seen under:

<http://www.lgiu.org.uk/wp-content/uploads/2013/12/Area-wide-20mph-neighbourhoods-a-win-win-win-for-local-authorities.pdf>

The introduction of 20 mph speed limits in the Borough is one of CCNB's main campaigning priorities. It is pleased to see that more and more area wide schemes are being introduced but there is always a need for quicker introductions.

Queen's Park

As a result of a request by Ward Councillors for Queen's Park Ward the Borough proposes to introduce a lower speed limit (20mph) in and around the residential area to promote road safety. The area generally has a high level of pedestrian footfall and will also benefit other vulnerable road users such as cyclists.

High Street Extension

Last year a 20mph speed limit was introduced along the High Street from its junction with St Peter's as far as St Paul's Square North. It is now proposed to extend the scheme into St Mary's Street to its junction with Cauldwell Street and to include the entire area of St Paul's Square and also Duckmill Lane as far as Bedesman Lane.

Radwell

It is proposed to introduce a lower speed limit (20mph) in More End Road Radwell.



Hard Hitting Poster

Lancashire County Council last year scooped a national award for a communications campaign designed to drive home the message that obeying 20mph limits in the county's residential areas could save lives.

'Slower for a reason' was named Campaign of the Year at the Local Government Communications Reputation Awards, which are designed to recognise how effective communication with residents can help councils to deliver better services.

Posters on billboards and bus shelters featured 'hard-hitting' images to highlight research showing that a person hit at 30mph is seven times more likely to die than a person hit at 20mph. Produced with advice from paramedics, a picture of a child's face illustrates the difference in injuries likely to be sustained.

The council said that in the three pilot areas where 20mph limits were first introduced, 25 people were injured in 18 months compared with 137 in the preceding three years.

20 **30**

I'm seven times more likely to die if you hit me at 30mph.

*You could save a life.
It's slower for a reason.*

Lancashire
County Council

www.lancashire.gov.uk/20mph

Cycle Training (Bikeability) Update

Most children in Germany, Denmark and the Netherlands participate in cycle training. In the latter two countries safe cycling courses for school children are mandatory for all children and in the Netherlands around 80% of schools go on to use the national cycle testing program focusing on on-road cycling skills. In Germany cycle training is an integral part of the school curriculum.

Bikeability, the national standard for cycle training, in the UK has now been in existence for seven years. In local authorities areas which have received high levels of funding from the Government and trained high numbers of children this has resulted in a significant increase in cycling to school.

Unfortunately in many schools in the Borough the level of training has not been very high and has consisted only to a combined Levels 1 and 2 (the latter on quiet roads) and has not included Level 3 which is training on busy roads - the more normal situation around many schools at the beginning and end of the day.

As mentioned in Newsletter No 65 (February 2013) the national standard was updated in November 2012 and from April 2012 grant conditions were relaxed by the Government to allow a wider range of children from years 6-9 (aged 9-14) to have the opportunity to have training (previously it was only for year 6) and also to allow training to Level 3.

With this in mind the Borough has decided to outsource cycle training and from this year Outspoken Training of Cambridge will be their delivery partner.

Outspoken Training are looking for enthusiastic, regular cyclists in the area to join their freelance instructor team, enthusing the next generation of cyclists to ride confidently on local roads. Their website is:

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

A cycling grant of £28,000 has been awarded to the Council by the Department for Transport for the year 2014/15. This will allow Outspoken Training to offer Bikeability combined Levels 1 and 2 training to all year 5/6 pupils in all schools in the borough and also to promote Level 3 training to pupils up to year 11. It is hoped that at least 700 pupils will be trained this year.



Community Infrastructure Levy

The Community Infrastructure Levy (CIL) is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010.

CIL is intended to complement rather than replace other funding streams. Its main advantages compared to planning obligations in Section 106 agreements are that it is a fixed, non-negotiable charge, obviates the need for the negotiation of legal agreements and can be spent on a wide array of infrastructure, including cycling, that supports development. A portion can also be passed to local communities to spend on local infrastructure as a way to ensure communities benefit from development in their area.

The use of Section 106 agreements which have been used in the past have been scaled back so that they only cover site-specific mitigation and affordable housing.

In the Borough it is proposed to apply a CIL to new residential development and also convenience based supermarkets and superstores and retail warehouses (with net retailing space over 280 sqm).

CIL is charged on the net additional floor space created by development of buildings that people normally use, according to a standard schedule of charges.

Liability to pay CIL applies whether development requires planning permission or is enabled through permitted development orders (General Permitted Development Order, Local Development Orders, Enterprise Zones). Monies become payable upon commencement of building works, but may be phased for larger sums in accordance with an instalment policy.

In investing in the Infrastructure of the area, CIL is expected to have a positive economic effect on development in the medium to long term. It will give developers certainty on what they will have to pay towards infrastructure and will give the Borough Council greater flexibility to help deliver infrastructure when and where it is needed.

The Borough's Full Council approved the Charging Schedule and supporting documents on 5 February 2014 and agreed that the CIL Charging Schedule should be brought into effect in the Borough from 1 April 2014.

The Charging Schedule can be seen on:

<http://edrms.bedford.gov.uk/OpenDocument.aspx?id=0XiC8qAFI9woNu%2fOdJq0rA%3d%3d&name=CIL%20Charging%20Schedule.pdf>

Manor Road Country Park

A little known gem just outside Kempston, a short cycle ride from the urban area, is a small country park running along the back of the Marsh Leys warehouses bordering Manor Road (Kempston Hardwick) between the old A421 and the Bedford to Bletchley (Marston Vale) railway line.

The park features a dual use hard surface track which meanders parallel to Manor Road with a bridge to cross a stream, a landscape of trees, hedges and a small lake.

Bridge



Lake

Unfortunately when first built it was impossible to access the park by bicycle without lifting the bikes over a five bar gate owing to the use of small wooden kissing gates at each end. At the request of CCNB up to the present time, just one of the entrances - the A421 (west) end - has been replaced by bollards.



Entrance (west) - original



Entrance (west) - current



*Entrance (east) -
still to be converted*

Directions

The park can be easily reached almost completely off-road from the centre of Bedford. Follow National Cycle Network Route 51 from Bedford to Kempston continuing past the Saxon Centre and Hastingbury School onto the recently built track through the new Bedford Meadows development. When reaching the Marsh Leys roundabout go over onto the north east side and continue clockwise around the interchange. Cross over the north east slip road carefully - the south east slip road is protected by toucan signals - and the road to the warehouses. Continue on the cycle track alongside the old A421, through the closed (to motor traffic) layby and then left into Manor Road.



New Class 700 Train

The new state of the art electric Class 700 train as part of the Thameslink programme was unveiled in London on 28 January 2014 by the Rail Minister Stephen Hammond in the shape of a full scale mock-up.



Class 700 mock -up

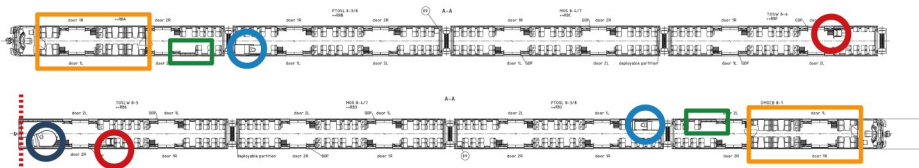
Over the next two to three years 1,140 carriages will be built and the first of the new trains will begin operating on the current Thameslink network between Bedford to Brighton starting in early 2016.

The units are configured into two types only - 8-car and 12-car, with no facility to increase or decrease carriages to match demand, unlike the current 4-car 319 and 377 units. This has the advantage of reducing technical complexity and saves space used for intermediate drivers' cabs (six in a 12-car 377 of which only one has a driver).

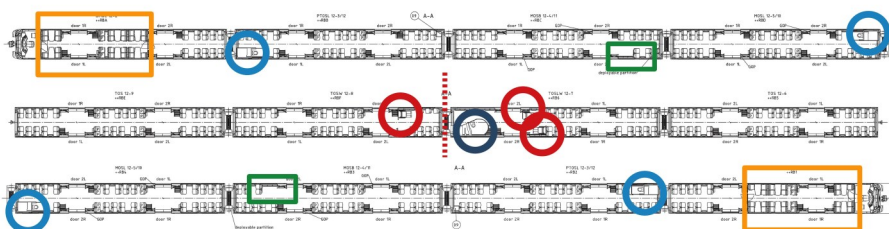
The total number of seats has been sacrificed to provide more standing and circulation room (the "Metro" effect), as well as fully accessible toilets and cycle storage. Both units will accommodate around 40% more passengers than the current Class 319 type. However commuters will not be very happy with the narrow utilitarian nature of the seats, particularly if they are travelling long distances.

On both types of units there will be only two spaces for two bicycles to give four per train. There will be however a folding bike storage area on each train on a rack next to the disabled toilet. A layout of each unit is shown below.

8 carriages



12 carriages



- Key**
- First Class
 - Standard toilets
 - Cycle storage [small rectangles]
 - Wheelchair positions
 - Accessible toilet for wheelchairs
 - 2 x cycle storage spaces (nominally 2 bikes each)
 - Common position around centreline of train
 - Tip-up seats available when no cycles present

New Thameslink Franchise Announcement

The Department for Transport on 24 May 2014 announced that the new contract for the enlarged Thameslink franchise had been awarded to Govia, owned 65% by Go-Ahead and 35% by the French state owned company Keolis.

Govia is the current operator of the Southern, Southeastern and London Midland franchises and previously ran Thameslink until the First Group took it over in 2006 under the name First Capital Connect.

The new organisation will take over the Thameslink and Great Northern routes from First Capital Connect (FCC) on 14 September 2014 until 2021, a period of seven years.

In July 2015 the Southern franchise will merged with Thameslink to become the Thameslink Southern and Great Northern (TSGN) franchise.

Traffic Signs Regulations Consultation

The Department for Transport (DfT) announced in May a consultation on its draft Traffic Signs Regulations and General Directions 2015.

The document contains proposals for clearer road marking and a reduction in the number of signs that have to be used including those that the DfT will need to authorise. More importantly the changes will allow local authorities to make roads safer for cyclists and encourage more people to take up this mode of transport.

Measures for cyclists currently authorised that will be prescribed:

- Cycle safety mirrors, known as 'Trixi' mirrors
- 'No Entry Except Cycles' signing
- Cycle filter signals
- Use of a red cycle aspect on cycle-only traffic lights
- Cycle route branding - for example, wider national use of Transport for London's Cycle Superhighways branding, and the new 'Quietways' signing
- 7.5m deep Advanced Stop Lines (ASLs), to provide more capacity for cyclists
- New road markings to help indicate cycle routes through junctions
- Wider cycle lane markings
- The use of the square white 'elephant's footprints' markings to indicate the route for cyclists through a traffic signal controlled junction
- Greater flexibility in designing 20mph zones and limits
- Advanced Stop Lines covering only part of the width of the road - for example, across one lane only.

Measures that will be prescribed that have not been in use before:

- The removal of the requirement for a lead-in lane or gate at ASLs. This will permit cyclists to cross the first stop line at any point, allowing them to position themselves where they feel it is most appropriate
- Advanced Stop Lines at crossings as well as at junctions
- Removing the requirement for signs indicating off-road cycle routes to be lit
- Allowing smaller signs for off-road cycle routes (these proposals are not included within the draft but will be in the final version)
- Allowing zig-zag markings at pedestrian crossings to be offset from the kerb by up to 2m, to allow cycle lanes to continue through the controlled area.

- Where pedestrian zone signs include the “no motor vehicles” sign, the zone will now be referred to as a “pedestrian and cycle zone”. This will help people’s understanding of the difference between the “no vehicles” and “no motor vehicles” signs.

The planned amendments to the Traffic Signs Regulations and General Directions 2002 (TSRGD) are due to come into effect in March 2015. The draft which is open for consultation until 10 June 2014 can be seen under:

<https://www.gov.uk/government/consultations/traffic-signs-regulations-and-general-directions-2015>

Longer Sentences for Banned Drivers

During May 2014 the government announced that drivers who kill or seriously injure other road users while they are banned from driving will face increased penalties.

The law will be changed so disqualified drivers will face up to ten years in prison if they cause death, and a new offence of causing serious injury while disqualified will be created, with a maximum penalty of four years in prison.

Justice Secretary Chris Grayling also announced plans to launch a full review of all driving offences and penalties, including reviewing offences committed by uninsured and unlicensed drivers.

Red Tape Challenge

In the Government’s Red Tape Challenge to reduce bureaucracy more than 3,000 regulations are expected to be amended or scrapped by the end of Parliament in 2015. Three regulations involving cycles are to be consolidated into one regulation including proposals to increase the power and weight limits for electrically assisted pedal cycles. The estimated benefit to business from the proposed changes is £18m. The regulations are:

- Electrically assisted pedal cycle regulations 1983,
- Pedal bicycles (safety) regulations 2010 and
- Pedal cycles (construction and use) regulations 1983.

How can the Borough save money?

With local authorities having to cut budgets how can they save money. One answer is to encourage more people to cycle.

Every time somebody rides a bicycle on a short journey it will save local authorities money compared to driving the same distance in a motor vehicle. The savings come from reduced health costs, congestion, air pollution, road damage, accidents, etc.

Space for Cycling

Last year the London Cycling Campaign (LCC) created a 'Space for Cycling' campaign to focus on the 2014 local elections by lobbying all candidates to pledge if elected to make space for cycling in their area.

Their six main themes are:

Protected Space

Main roads and at junctions are often the worst places for cycling because of fast moving and heavy traffic but do offer in many cases the direct route between A and B.

20mph Speed Limits

Reducing motor traffic speeds is proven to prevent death and serious injuries to cyclists and pedestrians alike, especially children, with little impact on most journey times.

Removal of Through Motor Traffic

Fast or heavy through traffic makes residential streets inhospitable for cycling.

Cycle-Friendly Town Centres

By making them safer and easier to reach and explore by bike, a more prosperous and 'liveable' town can be created.

Safer Cycle Routes to Schools

Bringing up children to be healthy, independent adults is very important and helping them to cycle is one of the best ways to do it.

Cycle Routes through Parks and Green Spaces

Many parks and green spaces are perfect places for cycling - particularly for children, families and the elderly - yet too many don't provide good space for cycling.



*Royal College Street
Camden*

Use of Armadillos to create a segregated cycle route has seen a 40-50% increase in cyclists since its introduction in 2013

Space for Cycling National Launch



Following on from the success of the London Cycle Campaign's 'Space for Cycling', the campaign was launched nationally on 14 April 2014 to action political leaders to make cycling a safer and more attractive option for everyone, everywhere.

Steering Group

'Space for Cycling' has a Steering Group formed by the major national organisations and core city campaigning groups currently consisting of representatives from Birmingham Pushbikes, CTC, Cyclenation, Cycle Sheffield, Leeds Cycle Campaign, London Cycling Campaign, Greater Manchester Cycling Campaign and Newcastle Cycling Campaign.

Cyclenation

Cyclenation, the umbrella organisation for local cycle campaign groups such as CCNB, has made 'Space for Cycling' its number one campaign for 2014. It believes:

1. The UK's elected representatives – both national and local – have the principal role to play in creating the right conditions to enable all those who wish to cycle to do so safely and enjoyably.
2. Provision for cycling should be universal, providing a safe, convenient and enjoyable transport choice for people of all ages and abilities, for all their everyday journeys.
3. Unlocking cycling's potential to be the primary, routine local transport choice will bring great improvements to everyone's quality of life – not just the people who start cycling – and will help address many of the serious environmental, public health and local economic development challenges that the UK faces.

A number of campaign groups had already made a start on the Space for Cycling campaign for the May 2014 elections but the main emphasis will be on the national elections and the majority of local elections which take place in May 2015.

To see what the Space for Cycling campaign is calling for watch the video featuring Jon Snow - CTC President on

<http://space4cycling.ctc.org.uk/ea-action/action?ea.client.id=1689&ea.campaign.id=27264&ea.tracking.id=LW>

CCNB will embrace the campaign for the 2015 elections.

New Cycle Handbooks Published

At the beginning of May 2014 both Cyclenation and Sustrans launched cycle-friendly handbooks containing slightly different approaches to 'Get Britain Cycling'

Making Space for Cycling

The Making Space for Cycling handbook was launched by Cyclenation at the Cycle City expo in Leeds.

The handbook is sponsored by the cycle industry through its Bike Hub funding scheme backed by the Bicycle Association and independent bike dealers.

It examines why towns should provide space for cycling in terms of its benefits for both individuals and communities.

Handbook for cycle-friendly design

This handbook has been published by Sustrans and is part of the organisation's series of resources for enabling active travel.



Both handbooks can be seen and downloaded from the web.

Cyclenation's Making Space for Cycling:

<http://www.makingspaceforcycling.org/MakingSpaceForCycling.pdf>

Sustrans' Design Manual - Handbook for cycle-friendly design:

http://www.sustrans.org.uk/sites/default/files/images/files/Route-Design-Resources/Sustrans_handbook_for_cycle-friendly_design_11_04_14.pdf

Safer Lorry Designs

New rules to make lorries safer for road users including cyclists and pedestrians were approved by a large majority in the European Parliament during April 2014.

The draft legislation calls for a new cab profile with bigger windows and rounder fronts to replace the current 'brick' type design which has been blamed for many cyclists deaths. The new design would reduce the 'blind spot' in front and at the side of vehicles for drivers.



Man Concept Lorry

Current designs are claimed to be responsible for 18% of fatal accidents on Europe's roads. A study carried out for the European Commission estimates that as many as 500 lives could be saved by safer designs although campaigners have said it could be as high as 1,000 lives per year.

EU directives have two years to be converted into national law and will not become compulsory for manufacturers until seven years after the new EU directive takes effect.

However during May the governments of a number of countries - France, Sweden and Italy - have decided to block the new rules acting under pressure from their domestic lorry manufacturers Renault, Skania and Iveco. This means that they may not take effect for more than 10 years.

Bicycle Caravan

An ingenious 'bicycle caravan' known as a Foldavan has been recently launched by Wooden Widget (www.woodenwidget.com).

Luggage is transported in the narrow trailer pulled behind the bike and then when you reach a location and require a comfortable place to sleep it can be opened out into camping mode.

The trailer takes about 50 hours to build from plans bought from Wooden Widget for £30 (materials extra) .



Photograph of completed trailer

A video of the Foldavan in action can be seen on:

<http://www.woodenwidget.com/vidvan6.htm>

Quote

"It doesn't cost the world to save the planet"

Quote by Professor Ottmar Edenhofer -
Intergovernmental Panel Climate Change Team Leader

Editor - Cycling is a very low cost mode of transport for short distances. It alone cannot save the planet but can help mitigate the effects of pollution in our towns and cities.

Bicycle Sculpture - Cyclisk

The 'Cyclisk', a 55 feet high monument in Santa Rosa, California, was commissioned by Nissan and created from 340 recycled bicycles by the artists Mark Grieve and Ilana Spector. To preserve its integrity and colour for many years to come it has been sprayed with a special treatment.



CCNB Summer Social

This will take place on Saturday 5 July 2014 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)