

Cycle Bedford

Pollution
The Unseen Killer
Page 16

Issue 77
February 2017

The Voice of Cycling Campaign for North Bedfordshire



Bedford High Street with high levels of congestion/pollution could be like this (right) - wider pavements, single carriageway and south north cycle contraflow

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

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@cyclebedford



cycle_bedford

Campaigning Representation

CCNB is represented on the following committees:

Bedford Cycle Strategy Group

Bedford Hospital Bicycle User Group

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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Climate Change

2016 was the hottest year ever recorded, setting a new high for the third year in a row. Sixteen of the hottest years have been this century.

HRH The Prince of Wales in his recent book on Climate Change said it is the "wolf at the door".

Fact

A bike is the world's most used form of transport.

Editorial

Cycling is said to be an excellent way of managing Seasonal Affective Disorder (SAD), the medical term for feeling depressed during the winter months, which effects many people at this time of the year

This winter has been great for cycling with counts at Bedford railway station showing a 5% increase over last winter, 9% since 1 January and should see 2017 being the best year for cycling for several decades.

There was an assumption in the UK in the 1960s that cycling would disappear completely as the age of the motor became established.

In those towns and cities where it was retained the quality of life tends to be higher than the national norm.

The air is certainly cleaner, there's less noise and fewer road deaths. In low cycling areas, the desire to cycle does exist, with academics calling it the 'Propensity to Cycle' tool (page 26) but for it to flourish it needs cultural shifts not just engineering ones. Infrastructure on its own does not work nor do soft measures such as training, marketing, etc. There has to be a mix of measures put in place.

Bedford, together with Kempston, has always been a cycling town and thanks to progressive infrastructure put in since 1950s now has an extensive cycle network consisting of a mixture of off-road paths and tracks and quiet on-road routes which mean that nearly all residents can cycle safely from one part of the town to another and also out into the countryside with the east-west National Cycle Network Route 51. There are still some gaps, and with all the new developments now occurring around Bedford the network is being, and must be, extended to allow all new residents to have the opportunity to use a bicycle to travel that short distance (page 5).

**Cycling
helps
SAD**

The new 2017 edition of CCNB's popular Bedford and Kempston Cycle Map is now available.

After more than a year's wait CCNB was pleased to see the completion of the final small section in December of the riverside route through Great Denham. This will now make it much easier to cycle to Bedford town centre from Kempston West as well as Great Denham (page 7).

CCNB congratulates the Borough Council for its successful completion of the heritage regeneration of the High Street. Unfortunately the full effect is marred by the continual congestion and pollution from motor vehicles (page 14-17).

CCNB's spotlight on unusual bikes continues on page 32-33 in this edition.

**Cycling
still on
increase**

2017-2018 Cycle Infrastructure Aspirations

Riverside North Bridge

The opening of the new bridge in the next two months, should see, right from the start, a significant number of cyclists using it that currently cycle on- and off-road across Town Bridge (page 6).

Bromham Road Railway Bridge

The North of Bromham Road development is now proceeding at an increasing pace. It is very important that the Bromham Road railway bridge, which has to be rebuilt for the Midland Mainline electrification to Corby by 2019, is made cycle compliant to avoid adding extra vehicle congestion and pollution to the town centre area.

Network Rail have given August 2017 as the start of work on the site yet no final plan has been disclosed. CCNB has asked for a wide cycle track across the bridge with an underpass from Spencer Road into the station car park (see Newsletter No 71 of February 2015).

A421/A6 Junction

This scheme is still paused by Highways England but again as above, it is important that it is started as soon as possible to help reduce the increasing vehicle congestion along Ampthill Road from the Wixams and other developments.

Potential Schemes

CCNB would also like to see during the next financial year at least the programming of the following schemes:

- **High St De-trafficking** to reduce congestion and pollution (p 14-17)
- **Tunnel opening** from Progress Business Park to Interchange East
- **Ampthill Road** cycle track extension from Aspley Road to Britannia Road
- **Kempston Road** Toucan crossing from Victoria Road to the Britannia site
- **Marston Vale line** cycle bridge across the Marston Vale line from Interchange Park to Kempston
- **Bromham River Bridge** conversion of carriageway to either a single lane one way or signal controlled two way with the north side carriageway converted to a pedestrian/cycle track. This was proposed and supported by the old County Council but rejected by the incoming new Unitary Council in 2009. Trials conducted in 2008 had shown a huge latent demand for a safe crossing by both cyclists and pedestrians not only for leisure purposes but also for residents wanting to cycle to work and school.

Riverside North Cycle Infrastructure Update

The final stages of the cycle infrastructure for the Riverside North development have been taking shape over the last two months ready for the opening this Spring/Summer.



On the south side (left) in St Mary's Gardens the two ramps leading to the new bridge are currently being done

On the north side (below), the new cycle track in front of the development has now been joined to the existing track adjacent to the Star Rowing Club

CCNB has discussed with the Borough the flush kerb triangle installed at the junction and the narrowness of the path on the riverside side. Users coming from the direction of the Star Rowing Club will have to go over the 'flush kerbing' which over time may represent a potential trip hazard if the tarmac path settles at a different rate to the kerbing. CCNB had asked if the triangle, a feature to break up the large area of tarmac, could be made smaller to give the same path width on the riverside side.



No alterations are proposed at the present time.

Members and others users are asked to keep an eye on the flushness of the triangle and to report it as soon as possible if it becomes a safety issue, not just for cyclists, but also pedestrians, pushchairs, wheel chair users, mobility scooters, etc.

Great Denham Cycle Track

The Great Denham cycle track along the riverside from the start of Great Denham (town side) to the crossing of the River Great Ouse on the Western Bypass was finally opened in December 2016 after a 30 metre section around the pumping station, was completed. This short section of the route had been unfinished for more than a year while adjacent building work was in progress



*The final section (above) looking east towards the pumping station
Looking west towards (below left) and east away (below right) from the
pumping station.*



Willington Lock Route 51 Future Diversion

The latest Bedfordshire Mineral and Waste Local Plan - Strategic Sites and Policies was adopted by Bedford Borough, Central Bedfordshire and Luton Borough Councils in January 2014. One of the mineral policies, MSP1, lists potential strategic mineral sites in the Lower Ouse and Ivel Valleys for the supply of aggregate sand and gravel up to the year 2028.

One such site is Willington Lock which extends from the river to Barford Road. The site is bisected by the old railway line which since 1992 has been part of the Bedford to Sandy Country Way designated National Cycle Network Route 51. Along the riverside from Willington Lock to Great Barford is Willington Public Footpath, FP3.



A Scoping Opinion has been raised with Bedford Borough Council (17/00201/EIASCSP) in January 2017 for proposed extraction. The company making the request is currently extracting at Black Cat Quarry. When this is exhausted around mid 2018 they would like to continue their operations at Willington Lock.

Whilst extraction is in progress they propose to divert Route 51 around the south of the site (double the current distance) and when extraction is completed to improve the route as part of the restoration scheme.

CCNB has suggested, if approved, that the restoration should also include a new track at the back of Hill Farm and also the conversion of FP3 to a cycle track as proposed by Bedford borough in 2008.

Unusual Cycle Parking



This bicycle was seen parked in an unusual way in Church Square in December 2016. Was there a shortage of normal cycle parking stands at the time?

Bromham Village Hall New Cycle Stands

Bromham Village Hall in Village Road since November 2016 has had a toast rack of five 'Sheffield' type stands to securely hold up to 10 bicycles.



When a number of 'Sheffield' toast rack stands were replaced at Bedford railway station last May by new two-tier

cycle stands, CCNB requested that instead of them being scrapped they should be given to deserving locations that did not have any. The toast rack installed was the last one available.

In the last newsletter was an article on ones given to the Pavilion Café in Bedford Park.

Great Denham Pharmacy Cycle Stands

A pharmacy and dental centre has recently opened at The Village



Medical Centre on Kingswood Road in Great Denham. The photo shows five 'Sheffield' stands installed to the left of the entrance to the Meiklejohn Pharmacy sufficient for the secure parking of 10 bicycles.

Norse Road Sports Facility Cycle Stands

As mentioned in the previous newsletter (No 76) eight ‘Not fit for purpose’ cycle racks (below) have been installed in the car park next to the sports pavilion as part of the developer’s Section 106 agreement to provide a new sports facility alongside the new houses built.

CCNB asked the Borough’s planning department to see if the developer would replace them with the correct recommended type. They have been unsuccessful.



Route 51 A421 Bridge Repair

Route 51 between Priory Park and Willington crosses the Bedford Southern Bypass (A421) on a bridge accessed by fairly steep ramps. Where the ramps join the bridge, holes started to appear on both sides and ends early last year probably due to subsidence resulting from heavy rain. The route was temporarily closed to farm traffic but reopened after checks. The holes were finally filled in some months ago.



Borough's Funding Announcements

Road Fund Allocation

The Department for Transport (DfT) on 13 January 2017 announced its road funding allocation to local highway authorities.

Bedford Borough for 2017/18 will receive £3,545,000 made up of:

Highways Maintenance Block Needs Formula (£)	-	2,654,000
Pothole Action Fund (£)	-	219,000
National Productivity Investment Fund (£)	-	671,000

Local Sustainable Travel Access Fund

On 26 January 2017 the DfT announced the results of bids from the £67m investment funding for cycling and walking.

A total of 28 local projects will be supported by the fund over 3 years from 2017 to 2020.

Unfortunately Bedford Borough Council's 'Travel Bedford Bid' for £1.25m was not one of them. This is the second time over the last few years that the Borough has not been successful in its bid for cycle funding.

The 'Bedfordshire STARS' (Sustainable Travel Access to Railway Stations) Bid for £2.73m put in by Luton Borough Council jointly with Bedford Borough Council and Central Bedfordshire Council was however one of the successful ones with £2.128m awarded.

As mentioned in CCNB's previous Newsletter (No 76) details of the bid can be found under:

http://www.luton.gov.uk/Transport_and_streets/Transport_planning/Pages/Access-Fund-for-Sustainable-Travel-2017-to-2020.aspx

In the project description for the bid, it is mentioned that as surveys conducted as part of the Stations Travel Plans have indicated the potential for cycle trips to/from the stations, it is intended to work with Dr Robin Lovelace of University of Leeds to develop the Propensity to Cycle Tool (PCT) to help assess the demand in more detail, particularly where such trips are part of a longer journey.

The PCT was the subject of one of the presentations at the recent Cyclenation/CTC Autumn conference (page 24).

For a copy of the paper given see:

<http://www.cyclenation.org.uk/conference>

A brief summary of what the PCT is all about is given on page 26.

Local Growth Fund - The Borough was awarded £11m in the second round of the fund (LGF2) to improve the traffic management of **Bedford town centre**.

A Bedford town centre transport study together with three further ones as part of the background for the Local Plan 2035 was briefly summarised in Newsletter No 74. The reports concluded that traffic entering the central area had to be significantly curtailed to reduce congestion, noise and pollution and cycling, walking and public transport significantly increased to make the town a more pleasant place to live in, visit and shop.

Bedford Stations New Travel Plan

Govia Thameslink Railways (GTR) announced in November 2016 that they would be developing local station travel plans (STPS) at a number of stations in partnership with Local Authorities and other key stakeholders.

Bedford station has been selected as one of the stations and will enable the existing travel plan developed in 2012 to be updated.

The budget available will allow updated audits to be conducted of customers' current travel modes to and from the station and to obtain customer and stakeholder feedback as well as reviewing current station facilities to identify potential improvements.

The aim is to have a document which sets out proposals for future investment (Railway Industry and Third Party Funding), master planning and phased improvements including potential "quick wins".

In the meantime CCNB's regular counts at the railway station continue to show an increasing number of commuters using the bike as the first part of their daily travel.

Cycling and Walking Investment Strategy

The UK Government's Cycling and Walking Investment Strategy (CWIS) has still not been published but is expected any day.

The draft document was put out to consultation on 27 March 2016. For those people who have not seen the document it can be downloaded from:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/512895/cycling-and-walking-investment-strategy.pdf

Bedford High Street Improvements

The Borough has just completed its successful £5 million heritage regeneration of the High Street with 16 properties improved since the project was launched in 2011.



*99-101 High Street
built ~1860s
with central alley to
Howard Street*

*101 High Street
built ~1840s with
Luddington's Passage on
its right to Ram Yard*

Unfortunately the full effect of what has been achieved is marred by the streets continued congestion and pollution from motor vehicles (see cover).

CCNB observations over the last few months have shown very little traffic reduction since the opening of the A4280/A6 link last April with continual flows of cars, vans and HGVs (and even car transporters) with a high number of all types not keeping to the 20mph speed limit.

This situation does not lead to a very good shopping/leisure experience for residents and visitors or for those many residents living in apartments above the shops.



There has been talk of de-trafficking the High Street for many years to reduce congestion and improve the environment.

It was not possible to do this until after 2010 when the street, previously the main A6 north-south route through the town, was declassified as part of the country's Primary Route Network. Since this time the route no longer has to be available to all classes of vehicles at all times and the opportunity has been taken with success to close the High Street for a number of hours at the weekend for special events.

Bedford Development Framework's Town Centre Area Action Plan adopted in 2008 quotes the threat of growing traffic congestion and reducing air quality leading to negative perceptions of the town. The Walking and Cycling Policy TC21 states that a cycle route will be provided along the High Street corridor once de-trafficking is in place.

In a Supplementary Planning Document - A Strategy for Bedford High Street - adopted by the Borough in 2010, it stressed again the unattractive environment of the street for shoppers due to the noise and fumes from the excessive traffic leading to poor air quality. To achieve traffic relief it went on to state that traffic relief could not be started until, amongst other measures, the A4280/A6 link was completed.

The urgent need to de-traffic the High Street was reiterated in the recent Bedford Town Centre Transport Study document.

CCNB has suggested that as an interim measure traffic flow in the High Street could be reduced fairly easily and quickly by reducing the road to a single carriageway with a contraflow south to north cycle track introduced using white markings and/or planters (see cover picture).

Examples of partial de-trafficking

Granby St Leicester (below)



Belvoir Street Leicester (above)

Pollution The Unseen Killer

Air pollution today, unlike the smogs of the 1940/50s created by smoke from coal burning power stations and fires, is mainly due to the emissions of small molecular particulates and nitrogen oxides from diesel engine motor vehicles and is invisible, cannot be smelt or tasted.

Over the last few months high air pollution has been one of the main news topics with many cities in the world, including London, having to take drastic measures to protect the health of its residents.

In London the Mayor, Sadiq Khan, in both January and early February issued alerts at bus stops, tube stations and road sides across the capital warning older people and people with heart and lung problems to avoid strenuous physical exercise outdoors. He also advised all those who can, to walk, cycle or use public transport.

But it not just large cities that experience pollution. Bedford town centre and in particular, the High Street, regularly experiences pollution although to a lesser extent (see graph and analysis on page 17).

The unseen pollution is linked to a wide range of potential health problems - strokes, heart disease, lung cancer, dementia, chronic and acute respiratory diseases including asthma and premature deaths. Government figures estimate that pollution leads to the early deaths of 29,000 UK residents from molecular particulates and a further 13,000 from nitrogen oxides giving a total of more than 40,000 each year.

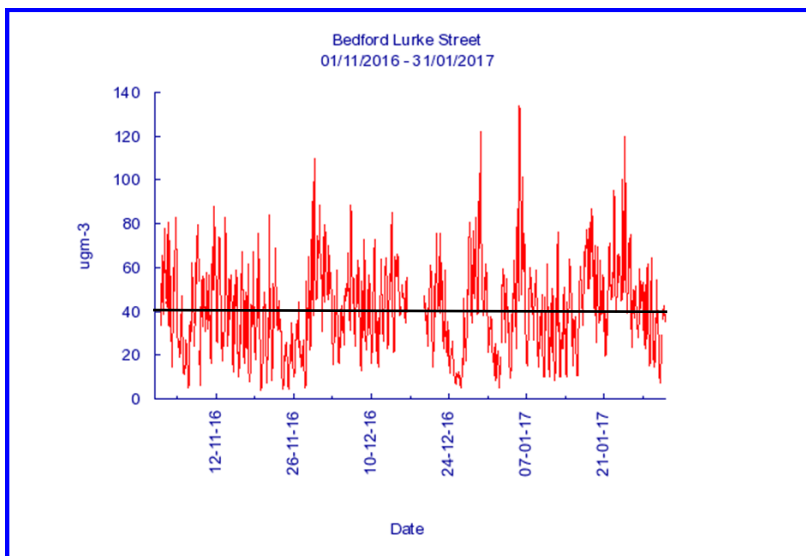
At a local authority level this equates to early deaths from pollution of at least 100 residents of Bedford Borough each year.

Under the 1995 Environment Act local authorities were required to review air quality in their area and to designate Air Quality Management Areas (AQMAs) in places where air quality limits were exceeded. They then had to issue an air quality action plan, describing the pollution reduction measures to be put in place.

Bedford Borough issued AQMAs for Prebend Street (AQMA2) and High Street (AQMA3) in June 2005 but had to revoke both of them in November 2009 and issue a new one (AQMA5) for the whole of the town centre area due to the presence of excessive levels of nitrogen dioxide resulting from high levels of through traffic.

Two automatic continuous monitors are located in the High Street and Prebend Street, measuring values every hour and 46 sites monitoring annual means. Over the last five years the annual mean for air quality has improved from a peak of 67% of values exceeding the national target of 40 micrograms per cubic metre to 21% in 2015. The two static monitors located along the High Street continue to be above the target.

No regular measurements have been collected for the molecular particulates PM2.5 and PM10.



Automatic sensor results for High Street nitrogen dioxide

The 24 hour average for the nitrogen dioxide values shown above over the last three months from the automatic sensor at the junction of Lurke Street and High Street was 40.5 micrograms per cubic metre, just above the UK and EU target of 40 micrograms per cubic metre.

However, looking into the details, over a 12 hour day (from 8am to 8pm) when a significant number of pedestrians and cyclists are about, the target has been exceeded 71% of the time.

The maximum individual value recorded over the three months was 134.1 micrograms per cubic metre on 5 January 2017 at 6pm.



Automatic nitrogen dioxide sensor at Lurke Street/High Street junction

There is an urgent need to reduce traffic levels in the High Street to reduce pollution to an acceptable level.

20mph New Schemes



Borough members continue to request the introduction of 20mph speed limits in their areas. The latest are:

Harrold

Eagle Way, Mansion Lane, Orchard Lane, Dickens Close, Wood Road (part) and High Street (*Public Notice Order January 2017*).

Felmersham

Carlton Road (part), Church End, Grange Road, Hunts Lane (part), Marriotts Close, Memorial Lane, Pavenham Road (part), The Old Road (part), Tithe Barn, Town Lot Lane and Trinity Close (*Public Notice Proposed Order December 2016*).

Goldington

North of Goldington Road - Brookfield Road, Marshall Court, Cotswold Close, Parklands, Everard Road, Penlee Close, Heronscroft, Portland Close, Malvern Avenue and Putnoe Close. (*Public Notice Order January 2017*).

Kempston

Southfields Estate - The Elms, The Alders, Orchard Street, The Sycamores, The Hollies, Chantry Road, Chantry Avenue, Eaton Road, Highfield Road, The Briars, The Planes, The Firs, Magnolia Close, Whitebeam Close and The Silver Birches (*Public Notice Order January 2017*).

Brickhill

Larkway, Dove Road, Falcon Avenue, Fulmar Road, Pipit Rise, Merlin Gardens, The Buntings, Martin Close and Kingfisher Close (*Resident's Consultation November 2016*).

It is worth remembering that 20mph speed limits not only reduce road casualties by 20%, slower speeds reduce social isolation and are child, disability and dementia friendly. It allows residents to be more active and improves their health and wellbeing through lower noise and air pollution - the reduction of diesel emissions of nitrogen oxides and small material particulates is equivalent to taking half the petrol cars off the road.

For motorists lower limits reduce congestion by making traffic flow more smoothly across junctions and braking and acceleration is lowered resulting in reduced fuel consumption and general vehicle wear.

Magistrates' Court Updated Sentencing Guidelines

Motorists convicted of speeding face higher fines from 24 April 2017. This is a result of updated guidelines introduced for magistrates following a consultation launched by the Sentencing Council for England and Wales, which promotes greater consistency across the courts.

For a speed limit of 20mph the sentencing range is based on the actual speed recorded. For speeds (mph) of

- 41 and above - Disqualify 7 - 56 days OR 6 points (Band C fine)
- 31 - 40 - Disqualify 7 - 28 says OR 4 - 6 points (Band B fine)
- 21 - 30 - 3 points (Band A fine)

All offenders must have an endorsement and may be disqualified. If there is no disqualification 3 -6 points must be imposed.

Where an offender is driving grossly in excess of the speed limit the court should consider a disqualification in excess of 56 days.

The fine is:

- Band A - 25 - 75% of relevant weekly income
- Band B - 75 - 125% of relevant weekly income
- Band C - 125 - 175% of relevant weekly income

Full details made be seen on:

<http://www.sentencingcouncil.org.uk/offences/item/speeding-revised-2017/>

The campaign group Road Peace told the council that the current banding structure ignored the increase in potential harm caused by higher speeds.

'Breaking a 20mph speed limit takes the probability of killing a pedestrian (or cyclist) in a collision from less than 1% to 14% within the first sentencing range, to 37% at the top of the second and to 83% at the top of the third. This major escalation of potential harm ... only results in a small gradation of penalties.'

NICE Air Quality Consultation

The National Institute for Health and Care Excellence (NICE) launched a consultation in December 2016 on 'Air Pollution - outdoor air quality and health'.

Draft recommendations include encouraging employees to cycle to work via **Travel Plans**, reducing the time that cyclists spend at junctions; siting cycle routes either off-road or along quiet streets but, if this cannot be done, providing as much space as possible between cyclists and motorised vehicles, and planting foliage screens.

The final document is expected to be published in June 2017.

The Rise of Cycling

Copenhagen, Denmark's capital city became a truly cycling city in November 2016 when bicycle sensors showed that for the first time there were more bicycles in the central area than motor vehicles - 265,700 versus 252,600.

How has this been achieved? Commentators believe it has been due to strong political leadership and a new focus on urbanism and sustainability. This resulted in a significant investment being made in cycling infrastructure which included the construction of more than a dozen bicycle bridges that gave access to the city centre without having to compete with cars and other vehicles.

In London the gap between car and bicycle use is getting narrower but for many cities the achievement is a distant dream.

Why waste time when you could cycle?

Recent research by the British Parking Association has found that motorists waste an average of 4 days per year hunting for that elusive parking spot resulting in some 39% saying it leads to a stressful experience. This is in addition to the extra time and stress due to congestion.

Looking at it another way, 248 days are spent in an average lifetime of 80 years searching for a parking space.

Why waste all this time when cycling that short distance will get you there quicker and in a less stressful state.

Too Old to Cycle?

It was reported recently that a Frenchman after a busy working life took up cycling again at the age of 68. Now 105 he has just cycled 14 miles in an hour to set a new record for cycling when over 105 years old. In 2012 he made history by setting the first hour record in the over 100s category then beat himself two years later at the age of 102, by covering more than 16 miles. **You are never too old to cycle.**

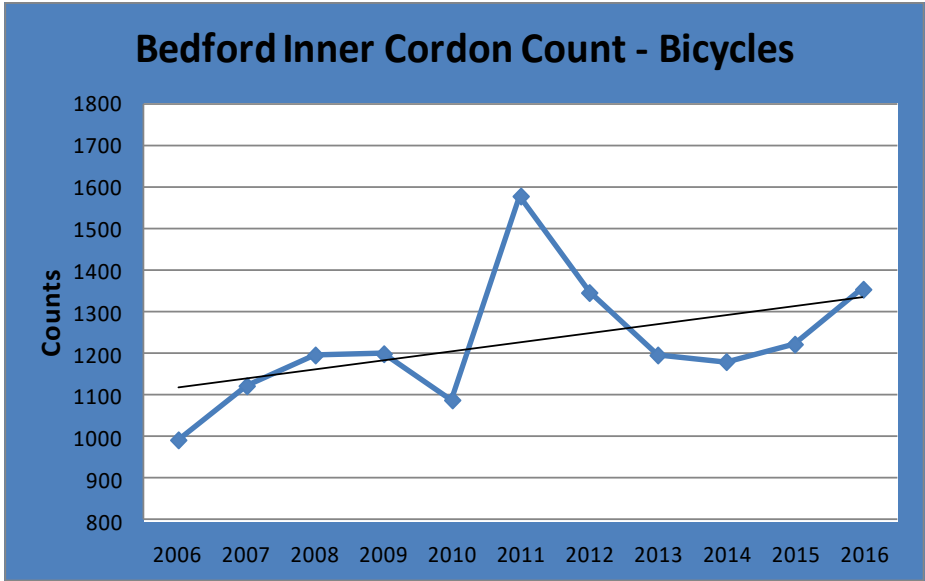
Latest Bedford and Kempston Cycle Map

The latest edition of CCNB's Bedford and Kempston Cycle Map - the 7th Edition - was published at the end of January 2017. As before it has been designed particularly for those who at present feel themselves to be more vulnerable on busy roads, that is, for new or less confident cyclists and children. As such it does not include any of the main or busy road routes which more experienced cyclists may use.

Bedford Inner Cordon Counts

Cyclists have been counted as part of the regular monitoring of urban traffic flows crossing the Bedford Town Centre Inner Cordon since 1997. At the beginning 17 sites were monitored on one Thursday morning in October/November between 7am and 12 midday. Four other sites were added in 1998 to give a total of 21.

Since 2006 there has been an average increase in the number of cyclists of around 3% (see graph below).



The 2016 count of cyclists was 1354.

The top 5 cycle routes into the town centre were:

Kempston Road	165	(position 4 in 2015)
Goldington Road	127	(2)
Union Street	117	(8)
Chethams Bridge	81	(1)
Castle Road	78	(9)

It should be noted that the number of cyclists counted across the inner cordon sites is only a portion of the number of residents cycling in and around the town and borough each day.

Bedford Railway Station Counts

Cycle counts at Bedford railway station have shown a 9% increase this year compared to January/February 2016.

Bicycle Quotes

Do not just take the word of CCNB and its members to tell a person how good cycling is. The author Mike Carter in his recent book 'One Man and His Bike' put it very well at the start of his journey around the coast of the UK.

'I felt, really felt, for the first time on this trip, the miraculous nature of travel by bicycle. How, just by sitting on a saddle and pedalling, in the space of a day I'd managed to transport myself to another world, foot by foot, mile by mile, a sense of journey and progress that's just impossible in a sealed car.'

Some quotes by well known people:

Sir Arther Conan Doyle

'When the spirits are low, when the day appears dark, when work becomes monotonous, when hope hardly seems worth having, just mount a bicycle and go out for a spin down the road, without thought on anything but the ride you are taking.'

Ernest Hemingway

'It is by riding a bicycle that you can learn the contours of a country best, since you have to sweat up the hills and coast down them ... you have no such remembrance of country you have driven through.'

John F. Kennedy

'Nothing compares to the simple pleasure of a bike ride.'

Iris Murdoch

'The bicycle is the most civilized conveyance known to man. Other forms of transport grow daily more nightmarish. Only the bicycle remains pure in heart.'

David Attenborough

'If I can bicycle, I bicycle.'

Graeme Obree - Scottish Racing Cyclist

My biggest fear is not crashing on a bike... It's sitting in a chair at 90 and saying, 'I wish I had done more.'

Liz Hatch - American Cyclist

'Running would be much better if they invented a little seat to sit on and maybe some kind of platforms for your feet to push and... Oh wait.'

Liverpool's Latest Cycle Traffic Light System - Colin Last

A scheme in Liverpool city centre is using up to date technology to help cyclists with a bike friendly traffic light system. Part of the £3.5m scheme on Leeds Street, a key route into Liverpool city centre, includes revolutionary new signals at the junctions with Vauxhall Road and Pall Mall to help cyclists beat traffic.

A signal displaying a green bike comes on before the full green for other traffic, allowing cyclists a five second head start on other vehicles. This improves safety and helps traffic flow.

ThermiCam detectors use video and thermal sensors to detect cyclists and distinguish them from other vehicles, meaning the advance lights are not used when there are no cyclists, avoiding delays to other road users.

This system combining thermal video technology and the advanced cycle signal is thought to be one of the first to be used in UK and received a special authorisation from the Department for Transport. This was designed by Amey engineers based in The Matchworks, Speke.



(courtesy of Amey)

Cyclenation/CTC 2016 Autumn Conference

The 2016 Autumn conference of Cyclenation and CTC was held in St Albans on Saturday 19 November 2016, hosted by St Albans Cycle Campaign.



Conference Location - Dagnall Street Baptist Church

The conference was a huge success with more than 100 delegates welcomed by Julian Daly, cyclist and leader of St Albans City & District Council.

The morning plenary session was entitled 'Active Travel for All' in which presentations were given on:

- Transport for London's Cycling Strategy - Dr Alex Longdon - TfL
- The Propensity to Cycle Tool - Dr Rachel Aldred - University of Westminster
- Living Streets - Joe Irvin - Living Streets
- Enfield's Mini Holland - Clare Rogers
- TfL Healthy Streets - Lucy Saunders - TfL

This was followed in the afternoon by a 'Safer Streets' plenary session on:

- Intrinsic Safety - Mark Treasure - Cycling Embassy of GB

- Turning the corner - Martin Key - British Cycling
- Collision investigation - the cornerstone of justice - Amy Aeron-Thomas - Roadpeace
- Road Justice - Duncan Dollimore - Cycling UK
- Air Pollution - Prof Martin Williams - Kings College London

and a third plenary session on 'Building Active Travel Networks':

- Developing a network quality map - Adam Reynolds - CycleBath
- Putting the London Cycling Design Standard into practice - Brian Deegan - TfL
- Local Cycling and Walking Infrastructure Plans - Phil Jones - Consultant
- Space for Cycling - Roger Geffen - Cycling UK



Creating Local Tube Maps Workshop with Adam Reynolds of CycleBath

In between the sessions was the opportunity to take part in a number of workshops based on the above presentations.

All the presentation can be viewed and downloaded from:

<http://www.cyclenation.org.uk/conference>

Rod King MBE of 20's Plenty for Us promoting Warrington Cycle Campaign's new publication 'Crapper Cycle Lanes' giving 50 more of the worst bike lanes in Britain



National Propensity to Cycle Tool

The Propensity to Cycle Tool (PCT) has been designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. The PCT answers the question: 'where is cycling currently common and where does cycling have the greatest potential to grow?' The PCT can be used at different scales.

First, the PCT is a strategic planning tool. Different visions of the future are represented through various scenarios of change, including the government's draft **Cycling Delivery Plan** target to double cycling in a decade and the more ambitious 'Go Dutch' scenario, whereby Dutch cycling levels can be reached assuming infrastructural and cultural barriers have been overcome.

By showing what the rate of cycling could feasibly look like in different parts of cities and regions, and illustrating the associated increase in cycle use on the road network, the PCT should inform policies that seek a wider shift towards sustainable transport.

Second, the PCT can also be used at a smaller scale. The scenario level of commuter cycling along a particular road can be used to estimate future mode share for cycling on that corridor. This can be compared with current allocation of space to different modes, and used to consider re-allocation from less sustainable modes to cater for cycling growth. In other cases, low current or potential flows may indicate a barrier, such as a major road or rail line, causing severance and lengthening trips. This could be addressed through new infrastructure such as a pedestrian and cycle bridge.

Central both to strategic and smaller-scale use is the question of where to prioritise high quality cycling infrastructure of sufficient capacity for a planned growth in cycling.

In summary the PCT is a planning support system to improve cycling provision at many levels from regions to specific points on the road network.

The current PCT team is Dr James Woodcock, Ali Abbas and Alvaro Ullrich of CEDAR (Centre for Diet and Activity Research) University of Cambridge, Dr Robin Lovelace of University of Leeds, Dr Rachel Aldred of University of Westminster, Dr Anna Goodman of LSHTM (London School of Hygiene and Tropical Medicine) and Dr Nickolai Berkoff.

Full details on the PCT together with a number of references can be seen and downloaded from:

<http://www.pct.bike/>

and the data for Bedfordshire based on the 2011 census from:

<http://www.pct.bike/bedfordshire/>

Miscellaneous Cycle Stand Photographs



Tree Theme - Crystal Palace Park London



Nautical Theme - Littlehampton

Cycling in Kyoto Japan

Founded in the year 794 **Kyoto** is widely considered to be the spiritual, artistic, and cultural centre of Japan.



The Golden Pavilion

The city was laid out in **checkerboard** fashion in 1200 following the example of the ancient Chinese imperial capital Xian. With mountains on three sides the inhabited areas of Kyoto tend to be flat but sloping slightly as you travel north. It an interesting place in which to cycle.

The city has 17 easily accessible World Heritage Sites including the Golden Pavilion (see above) overlooking its extraordinary lake and gardens, its upper floor, covered in gold leaf. Nearby is the Ryoan-ji temple, home to Japan's famous Zen garden, with fifteen rocks surrounded by carefully raked white gravel.

Kyoto was where countries met in December 1997 to agree to implement the United Nations Framework Convention for Climate Change. The agreement was known as the Kyoto Protocol. It finally became an international law in 16 February 2005 after several years of debate between leaders, politicians and scientists. Only Australia and the USA refused to ratify it although the former finally did in 2007.

Recent Visit by Helen Blakeman

On our recent trip to Kyoto towards the end of November 2016, to catch the end of the renowned autumnal colours, we stayed in a guesthouse located on a busy urban thoroughfare complete with flyover, around the corner from the popular Gojo-zaka bus stop for Kiyomizu-dera Temple and tourist area in Southern Higashiyama. In between the lively, colourful walking paths of Ninen-zaka and Sannen-zaka with their pottery, Japanese tea, and trinket shops, you could espy undisturbed passageways leading to where people lived.

In the area behind our studio apartment block, we walked along quiet residential lanes past neat town houses and peeped into ground floor garages, doors left open revealing space saving compact Japanese cars with flat fronts and various bicycles.

Cycles could also be seen parked directly in front of dwellings, or businesses such as cafes and restaurants, on the narrow, adjacent front facing strips of land, presumably within property boundaries, as there are strict laws in Kyoto regarding bicycle and motorcycle parking.

These stringent rules were outlined in my Kyoto Lonely Planet guidebook to forewarn the unsuspecting tourist, but we also found some street signage, to this effect, written in both Japanese and English.



Apparently, it is illegal to park your cycle just anywhere, such as attached to a lamppost or railings, and your cycle may be clamped and impounded. This is less likely to happen on a Sunday or public holiday! It must be stored in one of the designated parking areas, which are provided by the council at strategic transport hubs, such as Kyoto Station and some subway stops. Cycle parks are also found at most temples and shrines.

As we first discovered unexpectedly on our Tokyo trip in 2008, the Japanese use the bicycle as an everyday mode of transport, alongside the alternatives of bus, car, and train in the city.

In Kyoto residents of all ages could be seen cycling in ordinary clothes, without helmets, on bikes laden with shopping and children. Next to busy urban dual carriageways, cyclists share wide pavements with pedestrians, a line indicating different sides for cycling and walking. Alternatively, there are almost deserted minor roads off the main thoroughfares.

The Kyoto Lonely Planet guide advocates cycling as a way of exploring the city, especially some of the outlying areas such as Arashiyama, with its famous bamboo grove. Here we found plenty of bike hire outlets, but also a mass of Sunday day trippers one would need to negotiate around! We also came across a bike rental shop offering reasonable day and afternoon rates, near the Kamagawa River which flows through the city centre with bike track alongside, but thought we would save a cycling experience for another time! Our map called Kyoto 'the walking city', and indeed in a week, we tired ourselves out by walking for miles, as well as familiarising ourselves with bus, subway, and suburban rail networks.





All photos by Paul Penman

Unusual Bikes - Rungu Trike

The bike below, a Rungu Juggernaut, was developed by a father and son after having problems in carrying surf boards across the beach to the sea in California.

It is claimed to offer the best combination between an upright two-wheeler and a tadpole trike (a trike with two wheels at the front and one wheel at the back). The trike has a long wheelbase design and three fat (44.8") tyres to give handling on sand, deep snow and even stairs. The smaller distance between the two front wheels lets you bank into turns like a bicycle while giving you adequate stability to let you stop without having to take your feet off the pedals.

An other model, the Rungu Kilimanjaro has the same stability and control as a Juggernaut, but with 29" mountain bike tyres and suspension in front, it delivers a smoother ride on the road and pavement.

This model is also available as an electric version.

Both models have low gearing to climb hills, stairs and other difficult terrain and disc brakes on all three wheels.

Further information may be seen on:

<http://riderungu.com/>



Unusual Bikes - Challenger HPV



Seen outside the Future Cycles shop in St Martin's Square, Leicester last month is a 'Challenger' HPV (Human Powered Vehicle), a type of enclosed tricycle.

The vehicle based on a AZUB recumbent tricycle made in the Czech Republic also features brake lights and indicators.

The company hopes that the revolutionary £5000 trike will encourage more people to take up cycling and is confident there is a market for them in Leicester.

Further information may be seen on:

<http://futurecycles.org.uk>

The company, established as a social enterprise in 2010, also manages the Bike Park in Town Hall Square on behalf of Leicester City Council where it offers secure bike parking, cycle repairs and servicing as well as showering and changing facilities.

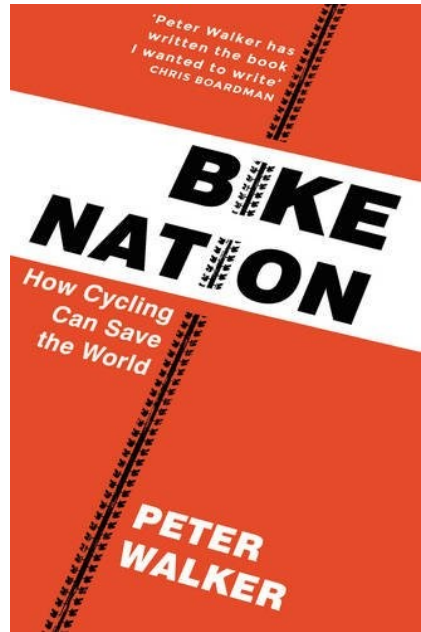
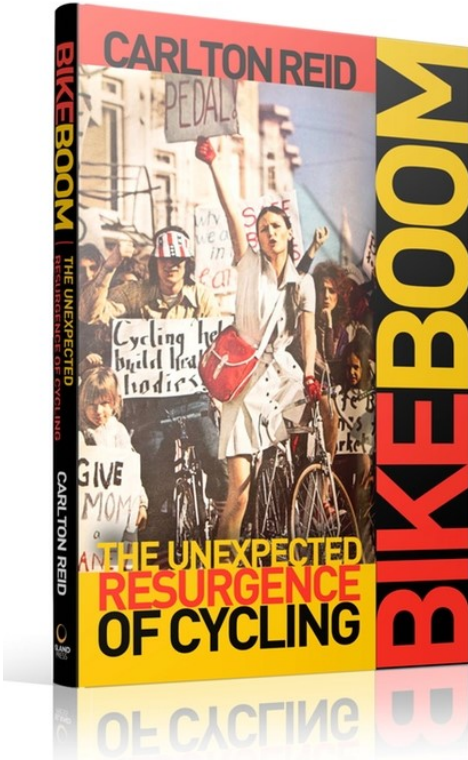
Information on AZUB recumbent bikes can be seen on:

<http://www.azub.eu/>

New Cycling Books

Bike Boom

Following on from his successful book 'Roads were not built for cars' published in 2014, the latest book from Carlton Reid 'Bike Boom' (see Newsletter No 72) is now due to be published in May 2017.



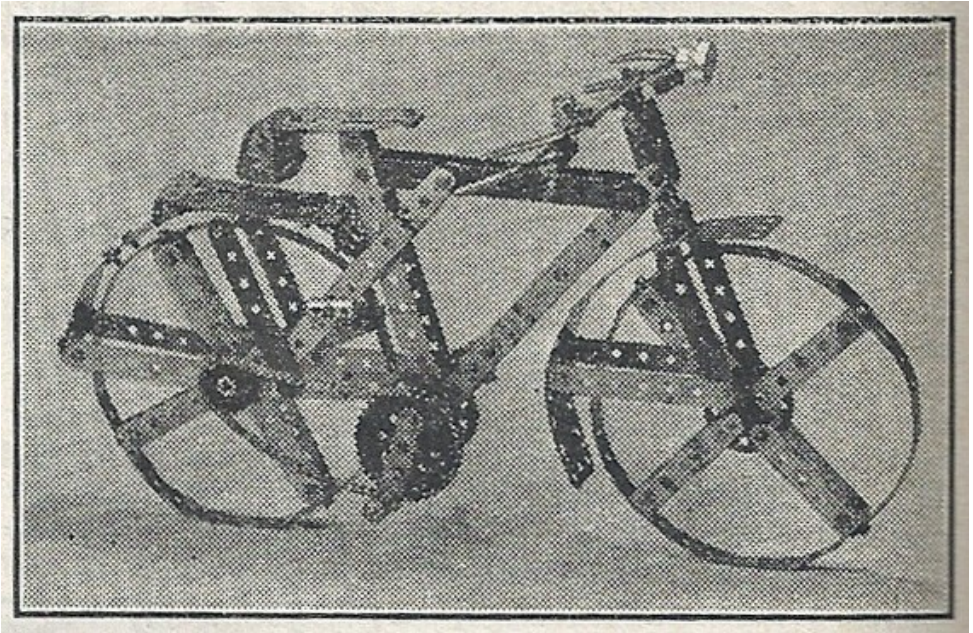
Bike Nation

A revolution on the roads is approaching. Is it time for drivers to Give Way? Guardian news correspondent, Peter Walker, takes us on a journey around the world, exploring the varying attitudes to cycling on our highways.

Visit the shining examples of Amsterdam and Copenhagen, where cycling culture is an intrinsic part of the approach of politicians and officials. How have these cities made provision for cyclists and what are the extraordinary benefits? The book will be published on 6 April 2017.

Meccano Bike

Do you remember the Meccano construction kit?



1948 Meccano Prize Winner - Bike

This model of a bicycle was one of the prize winners in the Meccano Magazine Competition of 1949. It was built by Mr MG Slater of Gosforth, Newcastle-on-Tyne.

Note even in this simple model the neat way in which the saddlebag was constructed.

Nick Carter - 1959-2016

It was with sadness that we learnt of the death in December at home after a short illness of one of our newer members, Nick Carter.

Nick was born in Putnoe and was a keen cyclist. He was also a member of the Mountain Bothies Association. His other interests were politics, environmental issues and hiking/camping.



CCNB Annual General Meeting

This will take place on Friday 28 April 2017 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)