



Cycle Bedford

**CCNB
25th Anniversary
Issue**

Issue 79
November 2017

The Voice of Cycling Campaign for North Bedfordshire



Campaigning for a quarter of a century

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

Chair	Peter Blakeman
Secretary	Carole Blakeman
Treasurer	Neville Hobday
Other members	Richard Impey Colin Last
Newsletter Editor	Peter Blakeman

E-mail: ccnb@ccnb.org.uk

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@cyclebedford



cycle_bedford

Campaigning Representation

CCNB is represented on the following committees:

Bedford Cycle Strategy Group

Bedford Stations Travel Plan Steering Group

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

Bedford Green Wheel

Local Transport Plan (LTP3)

It is affiliated to  (<http://www.cyclenation.org.uk>)

Bedford Borough Council Contacts:

Cycling and Walking Officer - (01234) 276328

Bikeability (Cycle Training) - (01234) 228336

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*20th Anniversary cover
by Jack Wood (aged 9) for
Issue 63 June 2012*

Open University uses CCNB Maps

The Open University recently asked CCNB if it could use two of our cycle maps in a 'cities and sustainability' block as part of its Environment: journeys through a changing world module.

Editorial

This issue is devoted to a short pictorial year by year history of CCNB to celebrate its 25 year anniversary following its founding in September 1992 by Hazel Mitchell, Bedford Borough Councillor.



CCNB has had successes and disappointments over the years but hopefully it has helped to put cycling on the map and contributed to the continuing increase in cycling seen in the borough particularly over the last 11 years.

Issues faced in the 1990s - congestion, pollution, health, obesity and climate change - are still with us today and are progressively getting worse not only

in the borough but also in the UK and the rest of the world;

A Royal Commission report on Environmental Pollution issued in October 1994 had called for reductions in road transport and a shift towards public transport and cycling while measures to make cycling a safe mode of transport were put forward in a report by the Department of Transport in 1996.

Bedford was more fortunate than most of the UK. Bedfordshire County Council had taken up the challenge two decades earlier in 1976 with its Bedford Urban Transportation Study which had included cycling as a quantified mode of travel. The Council became known as one of UK's leading authorities on cycling and by the 1990s the urban area had a reasonable urban cycle network.

This has been substantially expanded and improved since this time but there are still some gaps and improvements to be made.

Traffic congestion has become a major concern in certain areas of the town and is predicted to become even more serious over the next few years due to the ever increasing developments taking place or in the pipeline as a result of Government housing targets. To tackle congestion and curb the growth of motor traffic, schemes have to be innovative and make public transport, cycling and walking more attractive alternatives to car journeys. Such schemes if successful will then help to ease congestion for essential road users.

Bedford Borough Council now has the opportunity to take up the challenge.

Substantial grants have recently been obtained to reduce congestion in the town centre, Ampthill Road corridor and in the last few weeks the Manton Lane/Clapham Road area.



Mark Rutherford School New Cycle Stands

Cycle parking at Sandy railway station was upgraded to the two-tier type during October last year leaving two toast racks of five 'Sheffield' stands redundant and destined for the waste tip.

At a talk attended by your editor the Head teacher of Mark Rutherford School in Wentworth Drive mentioned the budget cuts that the school was experiencing. This led to an e-mail discussion on cycle parking and the problem in providing sufficient stands for all the bicycles students brought to the school. This gave your editor the idea to ask Govia Thameslink Railways if they would donate the redundant stands at Sandy to the school. They agreed and in June 2017 your editor with the school caretaker collected the stands which were immediately put to good use.



Donated stands in use



Redundant stands at Sandy



Overspill bikes at the school

Thirlmere Road Kempston Raised Crossing

As part of the resurfacing of Thirlmere Road Kempston a raised table was installed in August 2017 at the crossing of the Bedford Cycle Network Route 26 (Hastingsbury Cycle Route) and Sustrans National Cycle Network Route 51.

The table does not give priority to cyclists or pedestrians but provides additional safety and comfort for the estimated 500 cyclists who use the route many of whom are children on their way to school.



New raised table



Original unmarked crossing

Kempston Mill Bridge Replacement

The footbridge crossing the River Great Ouse adjacent to Kempston Mill has had to be replaced due to its deterioration. Several years ago it had been decided that when budgets allowed the bridge would be replaced with one that was disability compliant and suitable for cyclists as part of the Green Wheel project. Unfortunately the bridge was replaced in September by a similar one, that is, with steep steps on each side making it difficult for families with pushchairs, etc to easily cross on what is becoming an important leisure route between Kempston and Great Denham.

CCNB has been promised that subject to Environment Agency approval, ramps will be installed on each side of the bridge in Summer 2018. In the meantime to help users to access the bridge more easily, the small kissing gates between the bridge and the mill have been removed at the request of CCNB, an action that was first promised in 2013.



New metal bridge



Old bridge with strengthening plate on side and held up by two metal props

Lurke Street One Way Proposals

There have been long standing concerns with regard to vehicles queuing to access the Lidl car park blocking the access to the Lurke Street multi-storey car park. In August 2017 Bedford Borough Council put forward proposals to introduce a 'probation of motor vehicles' restriction except for heavy goods vehicles (HGVs) on the section of Lurke Street past the multi-storey entrance. Motor vehicles would have to access the Lidl car park via Gadsby Street, an opened up one way Duke Street and Howard Street.

CCNB has responded to the proposal by pointing out that although cyclists will be allowed to use Duke Street in both directions no allowance has been made for Lurke Street which is on a well used East West cycle route. This latter road must also have a cycle contraflow exemption.

Horne Lane now 20mph

Horne Lane in the centre of Bedford is the latest road to have its speed reduced from 30mph to 20mph.

The scheme completed in August 2017 was accompanied by the construction of a Zebra crossing to improve the access and safety of pedestrians between the new Riverside North development and the Harpur Centre.

National Standard Review for Cycle Training

The National Standard for Cycle Training is currently under review for the Department for Transport by the consultants Steer Davies Gleave.

The Standard is a series of outcomes that describe effective cycling and cyclist instruction and contribute to getting more people cycling, more safely, more often. It was last reviewed in 2012 and is being looked at to ensure that it continues to evolve in response to changing circumstances.

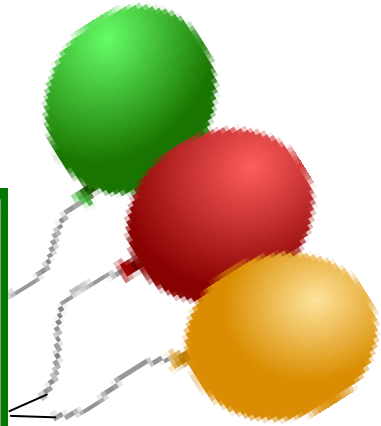
Within the scope of the review are:

The trainee outcomes, instructor outcomes, instructor trainer outcomes, off the shelf courses and outcomes for the Bikeability Plus modules.

The associated Bikeability delivery guidance also forms part of this review.

A draft version of the new standards is expected to be available for comments and the fully revised National Standard published in spring 2018.

25 Year Anniversary



Cycling Campaign for North Bedfordshire (CCNB) was born as Cycling Campaign for Bedfordshire (CCB) on 18 September 1992 and changed its name to CCNB to avoid confusion with a separate group set up in the south of the county in 1997.

CCNB has had its successes and disappointments over the years but hopefully it has helped to put cycling on the map and contributed to the continuing increase in cycling seen in the borough particularly over the last 11 years.

During the 25 years it is estimated that CCNB has:

- exhibited at 125 events
- published 79 newsletters
- published 15 books, maps and leaflets and sold/distributed 46,000 copies including 35,000 Bedford & Kempston cycle maps
- responded to 150 consultations
- examined (over last 16 years) 1000 planning applications and responded to 250
- sent 125 letters/articles to the local media
- attended 250 meetings with Borough & County Councils & others
- given many presentations to outside bodies

In the early days CCNB organised Bicycle Maintenance Courses and ran a number of rides during the summer months. Today rides, except for 'Almost the longest day ride', are left to the local Cycling UK (CTC).

The following pages give a short year by year account of the organisation.

Year 1 - 1992/93

CCNB, started as Cycling Campaign for Bedfordshire (CCB) with a letter (below) placed in an August 1992 edition of the Bedfordshire Times by Hazel Mitchell inviting residents on 18 September 1992 to attend a public meeting with the view to setting up a cycle campaign group.

The meeting was attended by 27 people from which a host of ideas, concerns, queries and suggestions were received. A committee was formed chaired by Hazel Mitchell, a position which she retained, except for one year, until 2014.



CCB's first Newsletter, a two page A4 sheet, was published in October 1992.

The first event attended was the 'Faith in the Future' World Fair held on Saturday 24 October 1992 at the Corn Exchange at which a stall full of cycling information was available to visitors. The second event was the Eco Fair at the Bunyan Centre on Saturday 21 November 1992.

Contacts were established with Bedfordshire County Council, Bedford Borough Council and Bedfordshire Police.

The official launch of the Group took place on Friday 12 March 1993.

Year 2 - 1993/94

CCB attended the CTC (Cycling Touring Club) Spring Conference in Leicester and learnt from speakers that in consultations undertaken with the general public the top reason for people not cycling was **Safety**. This was followed by **Security, Comfort and Convenience, Reliability** (punctures) and lastly **Down-Market Image**.

Safety is today still the main concern of non-cyclists.

A total of 11 well attended cycle rides were organised during the summer months, with many taking place during National Bike Week (12-20 June).

The group had a stall at an increasing at a number of events during the year.

The European Cyclists' Federation (EDF) Velo-City conferences which began in Bremen, Germany in 1980 was held in Nottingham, England in 1993. A social and informative evening to discuss how points raised could be applied to Bedford was organised on 10 December as a Christmas event.

CCB was asked to organise a Borough Environmental Forum meeting. This took place on 14 February 1994 in which John Grimshaw, the founder and Chief Executive of the sustainable transport charity, Sustrans, spoke on the benefits that cycling could offer to the improvement of the environmental and to people's health and quality of life.

In the March CCB organised a very successful Bicycle Maintenance Course at Goldington Middle School.

**An open invitation to
ANYONE INTERESTED IN CYCLING ...**

BEDFORD ENVIRONMENTAL FORUM

Mon 14 February

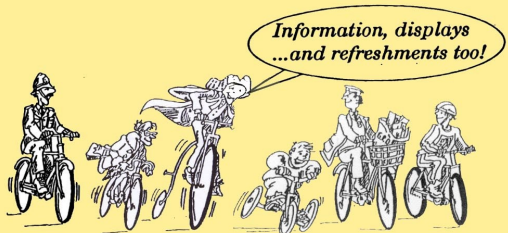
6.30pm

**in the Howard Room,
Bedford**

(above the Corn Exchange)

John Grimshaw from **SUSTRANS**, the charity which has developed hundreds of miles of cycle routes across the country... is the guest speaker at this special meeting of the Forum.

Informal discussion groups will allow everyone to put forward their point of view.

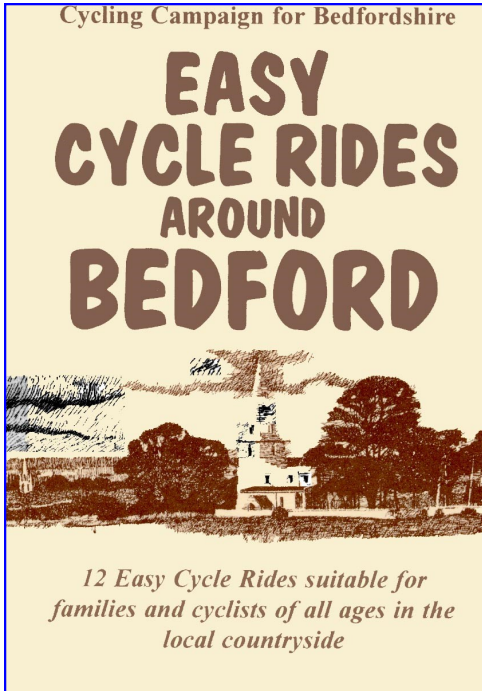


hosted by **BEDFORD BOROUGH COUNCIL**

Year 3 - 1994/95

As a result of the successful Environment Forum on cycling in February 1994 a meeting was held with Borough Officers on 25 April to discuss what action could be taken to encourage cycling and further the provision of cycle facilities in Bedford. It was decided to set up a Bedford Cycle Strategy Group (BCSG) encompassing both Borough and County Officers. The first meeting of BCSG took place in June 1994.

This has continued on a regular basis to this day.



March 1995 saw the publication of the campaign's first book of 12 easy cycle rides around Bedford.

The book was reprinted three times. A second edition was published in May 2002 and reprinted in April 2006. A total of 2825 copies have been sold.

Following on from the Earth Summit in Rio de Janeiro in 1992 the Borough held two public meetings in October 1994 at which 75 community groups including CCB were invited to discuss the setting up of a Local Agenda 21 project. CCB offered to take part in two working groups, 'Transport' and 'Built Environment', to produce a chapter of the action plan for each subject.

Further Bicycle Maintenance Courses took place in October 1994 and March 1995 at John Bunyan school and one in between in January 1995 at Mark Rutherford School.

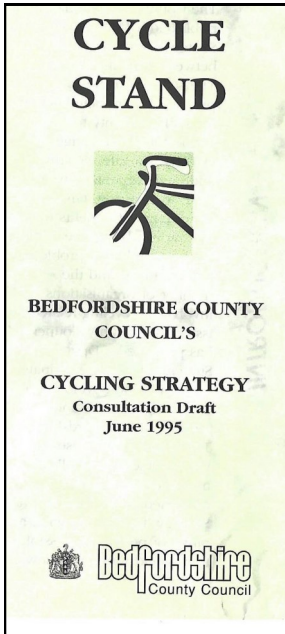
A questionnaire put the need for more cycle racks as the top priority.

All the original concrete blocks and 'Butterfly' stands have now been replaced by the more convenient and secure 'Sheffield' stands.

Year 4 - 1995/96

Bedfordshire County Council invited ideas and suggestions from CCB for a draft Cycling Strategy. The draft was published for consultation between June and August 1995. One of the main targets was that cycle networks for both urban and rural areas would be defined by 1997 and completed by 2011.

Policy 2 stated that in general cyclists will be permitted into vehicle free areas, wherever possible, such as town centre and other pedestrian environments.



The strategy called 'Cycle Stand' was adopted in 1998. A revised version to bring the strategy in line with the then current national policy and an outline of the actions to make it happen was adopted in 2005. Policy 2 was not included in this version.



A number of cycle rides were again offered during the summer and cycle maintenance courses during the winter period.

During the year Sustrans was granted £43.5 million from the Millennium Lottery Fund to extend the National Cycle Network from 300 miles to 6,200 miles over the next 10 years to smaller towns and rural areas.

The second phase was to include a route from Oxford to Cambridge via Milton Keynes and Marston Vale Community Forest to Bedford and then along the converted railway line to Willington towards Sandy and Cambridge.

The Bedford to Willington section had been opened in 1992. The Milton Keynes to Bedford section was finally opened in January 2004 and the Willington route extended to Sandy in late 2004. The route was called Route 51 - the university way.

Year 5 - 1996/97

The big event of the year nationally was the Department of Transport's new National Cycling Strategy (NCS). In a forward by the Transport Secretary, Sir George Younger, it stated 'It was crystal clear that the bicycle had been underrated and underused in the UK for many years. It is hoped to 'double the number of cycle trips in Britain by 2002 and double again by 2012.'

The big event in the calendar of CCB was the organisation of the '**Bikes for the Future**' exhibition in the Civic Theatre in Horne Lane as the groups contribution to the year's National Bike Week.

A number of local cycling organisations exhibited and a good display of different types of bicycles (penny farthings/exercise) were on display.



The year was also the birth of the Brompton folding bike designed to appeal to train commuters. The bike was a successor to the classic folding bikes of the 1960s, the Moulton and Bickerton, designed to go in the car boot.

March 1997 saw the East Anglia Tourist Board's (EATB) first cycle tourism conference entitled '**England's Cycling Country**'. The event was part of the boards promotion of East Anglia as a premier place for European tourists to visit by bicycle as well as local people. The EATB newsletter advertising the event contained an attractive advertisement for CCB's '**Easy Cycle Rides around Bedford**' book.

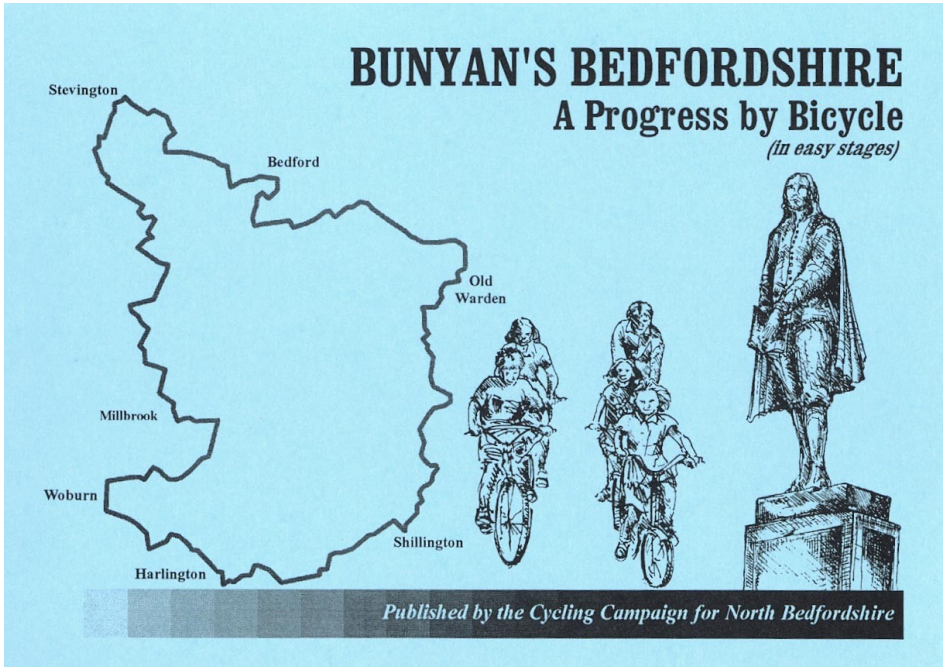
Year 6 - 1997/98

At the AGM held in April 1997 a motion was carried to change the name of Cycling Campaign for Bedfordshire (CCB) to **Cycling Campaign for North Bedfordshire (CCNB)** to avoid any conflict with a new cycling campaign group that had been set up in the south of the county.

Earlier in the year committee member Dave Lukes had had the idea to encourage cycle tourism in Bedfordshire by establishing a cycle trail covering a large part of the county based on sites associated with John Bunyan.

With the help of Veronica Brown, CTC Beds President and CCNB committee member, a book '**Bunyan's Bedfordshire - A Progress by Bicycle**' was put together and finally published in July 1997.

500 copies were eventually sold.



Meetings were held with Mid Beds and Bedford Borough Tourists Officers and the train company Thameslink to promote the above.

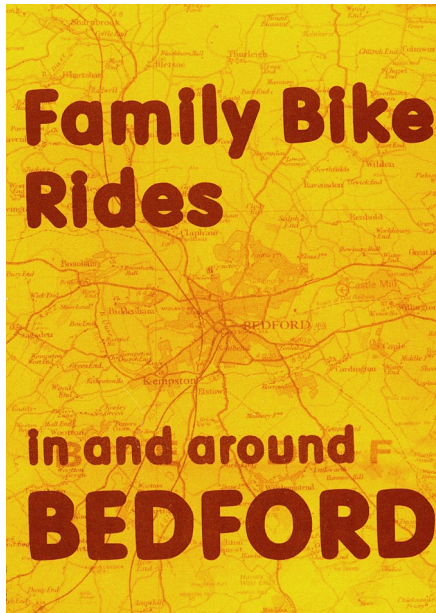
Traffic pollution was said by Doctors at St George's Medical School in London to be responsible for one in 50 heart attacks. Countrywide this means up to 6,000 heart attacks a year could be caused by air pollution.

Year 7 - 1998/99

Following the success of CCNB's two previous books it was decided to publish a further book of rides suitable for families. The book, '**Family Bike Rides in and around Bedford**' was published in May 1998. Eighteen rides from short and simple 'get you started' to longer more challenging ones. Six rides were in Bedford and its immediate environs and twelve were circular rides in the countryside. The book was reviewed in the summer edition of the Bedfordshire Magazine.

500 copies were eventually sold. All eighteen rides are now on the Cycle Bedford website under the link:

<http://www.cyclebedford.org.uk/familycycleriescb.htm>



CCNB was involved in a '**Safer Routes to School**' conference at Goldington Middle School on 6 June 1998. The event was considered so successful that a more ambitious event was proposed for the following year.

CCNB had a stall at Bedford's first '**Community Fair**' on 27 June 1998 in the Harpur Square and Harpur Suite.

Two meetings of the new **County Cycle Forum (CCF)** were held as well as the new borough **Transport Users and Providers Forum**.

The CCF was to alternate its four monthly meetings between Bedford, Ampthill and Leighton Buzzard until the County Council's demise in March 2009.

Year 8 - 1999/2000

The pedestrian areas of Silver Street, Allhallows and Harpur Street (central) were banned to cyclists but when Midland Road (East) and Harpur Street (South) were added the Borough Council, concerned about the number of cyclists riding illegally through the original area proposed to allow cycling only outside the core shopping hours.


Both CCNB and CTC were against this partial allowance and believed that much greater access should be allowed. This was influenced by Government advice and research which had found no real problems of conflict with pedestrians saying most cyclists modified their behaviour to fit in with pedestrians. It was impossible to legislate (and enforce) against the odd antisocial one who does not comply with the rules.

This was rejected by the Borough and it was not until March 2015 that a Traffic Regulation Order was made to allow cyclists to use the area out of the core shopping hours of 9am and 6pm.

The County Council appointed a dedicated Cycling and Walking Officer, Christine Warren, to co-ordinate the increased number of schemes to be implemented over the coming years.

Catherine Ferris replaced Christine in 2001 and Patrick Lingwood in 2006, the latter transferring to Bedford Borough Council when the County Council was devolved at the end of March 2009.

**Bike Rides from
Longholme Lake
Café
Bedford**



Eastwards

4 easy to follow rides

THREE are suitable for inexperienced riders - flat and almost entirely on cycle tracks and paths

ONE is a longer ride into the countryside on minor roads

July saw the publication of a leaflet of four bike rides eastwards from the Longholme Boating Lake Cafe to coincide with their introduction of bikes to hire.

The bike hire lasted only 2 years but 1,000 copies of the leaflet were eventually sold .

CCNB with CTC in August 1999 shared a stand at the three day 'Bedfordshire Millennium Festival' held in the grounds of Shuttleworth College at Old Warden.

Following on from the publication of the Government's new Road Safety Strategy in 2000 the County Council and Borough Council were urged to improve road safety for cyclists.

This resulted in the County Council's Select Committee on Community and Environment undertaking a Best Value Review of Cycling and Walking. Some 31 recommendations were subsequently adopted by the full council.

Year 9 - 2000/01

Hazel Mitchell, CCNB's founder and chair, stepped down at the April AGM to give more time to her duties as Mayor of Bedford. Her place was taken by Dave Lukes.

June saw the launch of the National Cycle Network by Sustrans with a Millenium Festival of Cycling taking place in the area. CCNB and CTC were involved with stalls and rides.

A much needed cycle map of Bedford and Kempston, showing routes that connected residential areas to all the main destination, avoiding busy and difficult roads, was compiled by Veronica Brown, Dave Lukes and Peter Blakeman and published in March 2001.

The map was officially launched with Bedfordshire County Council and the active involvement of Hazel Mitchell in her capacity as Mayor of Bedford on Monday 9 March 2001.



A complementary map of 'Cycling in Bedfordshire' was published in June 2001 by Bedfordshire County Council.

The Cycle Map Bedford and Kempston by 2017 had reached its seventh edition with a total of 35,000 copies sold or distributed.

The domain name www.ccnb.org.UK was taken out for a CCNB website.

Year 10 - 2001/02

Dave Lukes stepped down as CCNB chair at the AGM and Peter Blakeman was elected as acting chair until Hazel Mitchell had completed her Mayoral duties in September when he became vice-chair.

The new Bromham/Biddenham to Bedford cycle route was launched as **'Ride the Route'** on 20 April 2001 to provide a safe and easy route from these two areas to the town centre. The route consisted of a mixture of off-road paths and quiet roads with three toucan crossings, two in Bromham Road and one in Ford End Road to cross busy roads.



The launch was attended by the County's Head of Environment, Richard Watts, County Cycle Forum Chair, Cllr Peter Hollick, Mayor of Bedford, Cllr Hazel Mitchell, and members of CCNB.

At a Borough Council environmental meeting on 7 February 2002 attended by 20 people County Council Cycling and Walking Officer Catherine Ferris gave a presentation on walking and CCNB vice chair, Peter Blakeman, one on cycling.

Year 11 - 2002/03

Bedfordshire County Council created a road safety safe cycling video 'On Yer Bike'. The video was launched to the public at Sandy Upper School on 10 September 2002. It was hoped that by promoting safer cycling amongst the County's young road users it would be a catalyst to boost the number of young cyclists above the level who currently apply for cycle training each year.

In November Louis Fussell, a CCNB member, along with a group of volunteers from the Prince's Trust took to the streets of Bedford town centre riding on a 24 seat cycle, claimed to be one of the largest in the world. The event was to raise funds for Children in Need.

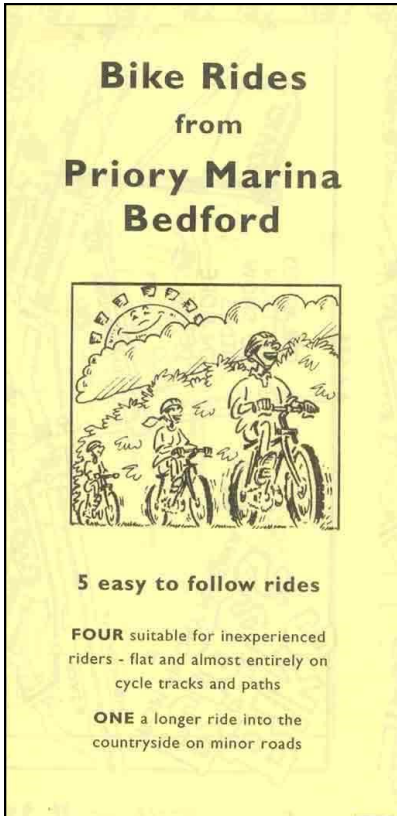
The Borough Council at the request of CCNB cleaned numerous cycle signs during the year which had been sprayed with graffiti. One of the worst examples (below) was along the riverside at the low bridge where the Marston Vale railway line crosses the river.



Antisocial behaviour over the years has also led to lots of cycle direction signs being turned through 90 or 180 degrees which CCNB has had the Council correct.

Year 12 - 2003/04

At CCNB's April 2003 AGM the video 'On Yer Bike' was shown followed by a presentation by Peter Blakeman on 'Cycling in Bedford - Past, Present and Future'.



In May CCNB counted cycles parked at Bedford station at the request of the Department for Transport.

This has continued every 2-3 weeks to this day with an increase of 81% seen over the last 11 years.

A new cycle hire facility opened at Priory Marina called Priory Marina Cycling (PMC). The owners agreed to stock CCNB's publications.

CCNB in 2009 modified the earlier 'Bike Rides from Longholme Lake Café' publication to 'Bike Rides from Priory Marina'. 62 copies have been sold.

The company stopped their cycle hire facilities in June 2012 and closed down at the end of November 2013.

New 'Sheffield' cycle parking stands were installed by the Borough at numerous town centre locations following their request to CCNB as to where they were needed.

CCNB adopted 10 trees at Marston Vale Trust's Rectory Farm to commemorate 10 years of the group.

A meeting was held with the Operations Director of The National Byway - Britain's Heritage Bicycle Route and Bedfordshire County Council to discuss the section of route through North Bedfordshire of the 3,500 mile signposted leisure cycle route which was being developed. Bedfordshire County Council agreed to fund some of the signs.

The route was signposted two years later from Everton to Woburn via north Bedfordshire villages.



Year 13 - 2004/05

CTC carried out a Nationwide Benchmarking project during 2004 in conjunction with the English Regions Cycling Development Group.

On 20/21 October 2014 it was the turn of Bedfordshire to be visited. At the formal meeting CCNB's Peter Blakeman, gave a presentation on the promotion of cycling and working with local authorities to an audience of representatives from the Eastern Region counties. As a result CCNB received a 'benchmark' as an **'Empowered Campaign Group'** producing clear and easy to use **'Cycle Maps'**.



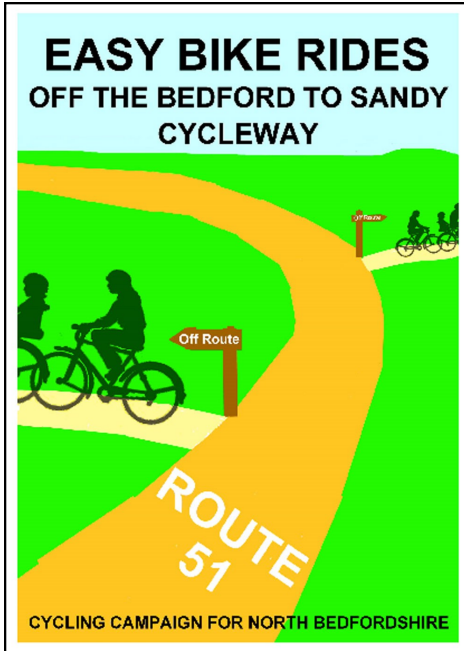
CCNB worked very closely with Sustrans for many months during 2003/04 on the Queen's Park Riverside Improvement Lottery Project.

The Slipe gateway feature was opened on 17 December 2004. One of lasting features was the design and creation by local Bedford artist, Susannah Oliver, of a number of sculptures entitled 'Bulrushes', the larger ones being installed as the gateway entrance to The Slipe off Ford End Road.

A law was introduced which stated that all new pedal cycles must be fitted with a bell to improve safety for pedestrians. In addition flashing front and rear lights were permitted in a bid to improve safety for cyclists on the road.

Year 14 - 2005/06

On 2 April 2005 an upgraded section of the National Cycle Network Route 51 was opened alongside Hastingsbury School following a grant from the Department for Transport (DfT).



'Easy Bike Rides off the Bedford to Sandy Cycleway' was published in July 2005. It consisted of a folder of eight circular rides on quiet roads and off-road tracks that could be taken from the Bedford to Sandy section of the National Cycle Network route 51 and 12.

More than 500 copies have been sold.

Cycling England was set up by the DfT as a replacement for the National Cycling Strategy Board with the slogan '**more people cycling, more safely, more often**'.

Year 15 - 2006/07

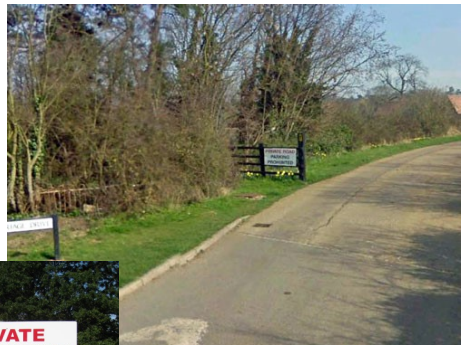
The National Environment and Rural Communities Act which received Royal Assent on 30 March 2006 contained a clause which allowed cyclists to claim a way as a 'Restricted Byway' if there was evidence that cyclists have used the way for (normally) 20 years.

CCNB took the opportunity to put in a request to Bedfordshire County Council to have the old carriageway from Falcon Avenue Bedford to Green Lane Clapham via Hawk Drive, Clapham Park and Carriage Drive to be made into a Restricted Byway, at the time only a public footpath. The track had been used by cyclists of all ages as a more enjoyable, attractive and safe route than the busy main road alternative for more than 50 years to commute to work and school as well as to the riding school in Green Lane, church services (when the convent was still open and for visiting the north Bedfordshire villages for leisure purposes. .

Eight years later in 2014 the application and appeal to the Secretary of State for Environment, Food and Rural Affairs (DEFRA) failed. Both reports acknowledged the evidence of the publics use by bicycle but rejected the application on the basis of signage at three specific points in time between 1968 and 1998.



Track from Hawk Drive after renovation by Bedford Borough in 2009



1998 sign at Carriage Drive end



← Sign put up by landowner in 2011 as result of application and Green Wheel proposal

The year marked the one hundredth anniversary of the death of Daniel Albon, Biggleswade's famous engineer, cyclist and inventor. In 1886 he copied John Kemp Starley's 'Rover Safety' bike, the design still used today, and produced the Ivel Safety cycle.

Year 16 - 2007/08

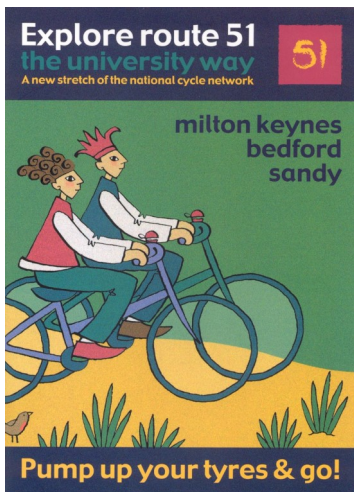
CCNB's big event of the year was the 'Cycle Celebration 2007' exhibition held on 16 June 2007 in the Civic Theatre to mark the start of National Bike Week and Bike to Work week.

The Borough's Development brief for the Allen's site in Queen's Park proposed a new pedestrian/cyclist bridge across the railway line from the site to the railway station opposite. Although this was to be partly funded by the government the developer rejected the proposal in 2003. The application went to a public inquiry at which CCNB gave evidence. The Planning Inspector however allowed the developers objection to its provision.

The Midland railway line divides the town for cyclists and a safe route is still required and CCNB is calling for better provision when a new bridge over the railway at Bromham Road is built in 2018/19 as part of the lines upgrade for electrification to Corby.

Additional cycle parking stands were installed at Bedford station to cater for the increase in commuters cycling to the station

Bedfordshire County Council's Director of Environment, First Capital Connect Manager and your Editor at launch on 13 December 2007



'Explore route 51 - the university way' from Milton Keynes to Sandy via Bedford was originally published in 2005 by the Forest of Marston Vale funded by the Governments Office of the Deputy Prime Minister. After the exhaustion of copies CCNB published a simpler second edition of 5,000 in May 2007.

Louis Fussell, one of CCNB's founding members was killed in a cycling accident on 25 January 2008 at the Putnoe Lane/Wentworth Drive junction. Over the year's Louis had contributed many articles to the newsletter on his charity cycle rides between Bedford and Scotland.

Year 17 - 2008/09

One of the key actions in Bedford Borough's Greenspace Strategy was the Green Wheel project to link all the town's existing and future parks and other green spaces.

CCNB became a stakeholder in the project.

The realigned A6 as a dual carriageway between Bedford's Southern bypass and Wilstead was officially opened on 11 May 2008 to allow for the development of the Wixams.

CCNB was instrumental in getting both a north and south underpass of the road for cyclists and pedestrians.

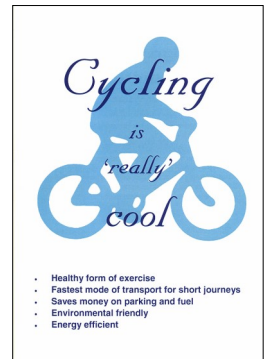
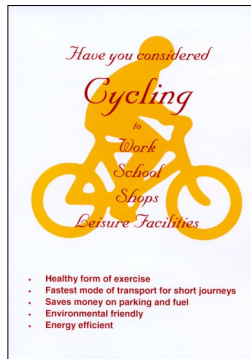
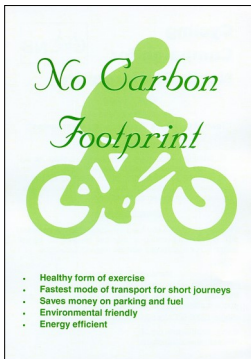
The 2007 Government White Paper 'Delivering a Sustainable Railway' suggested that travel plans could be introduced at national railway stations with the aim of improving station access and reducing traffic on the road network.



Although Bedfordshire County Council was not successful in its bid to become a pilot station it decided to go ahead and develop one for Bedford Midland Road and St

John's stations. CCNB was a member of the steering group at its inaugural meeting earlier in the year.

CCNB put together three new promotional leaflets to try and get the cycling message across to different types of people.



The additional domain name www.cyclebedford.org.uk was taken out for use as a promotional website to enable anyone wanting to know about cycling in the Bedford area to be able to pick up the website more easily via website search engines.

Year 18 - 2009/10



Cycling is an exceptionally cost-effective way to deliver a whole range of benefits: good health, clean air, safe streets, pleasant neighbourhoods, strong local economies, sustainable tourism and a versatile option for transport which is widely available to people regardless of age (or youth), income or ability.

This Cyclists Manifesto has been put together by the Cycling Campaign for North Bedfordshire (CCNB) and sets out the actions which we believe are needed to ensure that Bedford continues to progress as a

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

It consists of 4 key objectives each supported by 2 specific proposals. CCNB will be campaigning for all 8 of these proposals.

1. BETTER CYCLING CONDITIONS:

- Deliver cycle infrastructure to overcome barriers to cycle accessibility, particularly by completing a quality cycle network including north/south and east/west routes through the town centre.
- Introduce a default 20mph speed limit for most urban and residential streets.

2. BETTER CYCLE TRAINING:

- Provide dedicated funding for cycle training of children in all schools.
- Provide funding for continuation of Bike It officer for Bedford schools.

3. BETTER CYCLE PROMOTION:

- Provide road safety awareness campaigns in ways which encourage increased cycling.
- Provide dedicated funding for promotional activities such as Bike Week and European Mobility Week.

4. BETTER INTEGRATION OF CYCLING ACROSS ALL AREAS:

- Maximise cycling's contribution to health, education and environmental objectives (including climate change) by enlisting support from health, educational, retail, tourism and other sectors towards growth of cycling.
- Provide resources to promote off-road, sports and other recreational cycling.

People of all parties putting themselves forward to become members of the new Bedford Unitary Authority and other councils are asked to support these objectives and proposals by completing the questionnaire overleaf.

To coincide with Borough Council elections in June 2009 a 'Cyclists Manifesto' was compiled and given to all prospective candidates to make potential members aware of the benefits of cycling and the actions needed to ensure that Bedford continued to progress as 'A Town of Cyclists' and 'Cycle Friendly Communities'.

A further manifesto was published for the May 2011 elections.

December 2009 was the Copenhagen Climate Change conference and CCNB held a ride around the town on Saturday 5 December accumulating in a petition to the local MP, Patrick Hall.



Year 19 - 2010/11

CCNB had a joint stand with Sustrans outside the Central Library in Harpur Square to mark the start of Bike Week on Saturday 19 June 2010.



The mural (below) in Longholme Way underpass was photographed and used as the background for CCNB's website and social media sites.



Year 20 - 2011/12

At CCNB's AGM in April 2011, founder member John Franklin retired from the committee. John in the early days organised cycle maintenance courses and carried out Dr Bike checks on bicycles at CCNB events as well as having held the posts of Secretary, Membership Secretary and Newsletter Distributer.

On Tuesday 20 June 2011 CCNB, in conjunction with CTC, organised a 'Nearly Longest Day Ride' from Bedford to Willington and back in the week of National Bike Week and the longest day on 21 June.

This has continued to the present day with only the last one in 2017 falling on the longest day itself. The event has attracted between 9 and 19 cyclists.



Dave Lukes, a long time member of CCNB (and also CTC), died on 19 January 2012. He had served on CCNB's committee for a number of years and was Chair in 2000/2001 during Heather Mitchell's year as Mayor of Bedford.

Dave was extremely active in encouraging and supporting cycling and was also instrumental in researching routes for a number of CCNB's publications.

Year 21 - 2012/13

In April 2012 CCNB had a stand for three weeks at Putnoe Library followed by ones at Kempston Library and Bedford Central Library to promote cycling in the borough.



CCNB has continued to have a stand at Putnoe Library every year. Since 2013 the event has straddled June's National Bike Week.

2012 was a fantastic year for cycling in Great Britain with the Tour de France and the London Olympics and Paralympics. A post box was painted 'Gold' in Brook Street Stotfold, to commemorate Bedfordshire cyclist Victoria Pendleton's gold medal win.



It was also CCNB's 20th anniversary on 18 September 2012 and it was commemorated by the issue of a special newsletter.

For CCNB's 10th anniversary ten trees had been adopted in the Forest of Marston Vale at Rectory Wood, Cranfield. This area was recorded as woodland in the Domesday Book of 1086.

A dedication was placed in the Trust's 'Book of Adoption' as

'To commemorate 10 years (1992 - 2002) by Cycling Campaign for North Bedfordshire (CCNB) in promoting cycling for Transport and Recreation'



Year 22 - 2013/14

The path along the riverside between The Slipe and Great Denham was upgraded in 2013 and officially opened by Councillor Charles Royden on 30 October 2013 with CCNB and Sustrans members present..

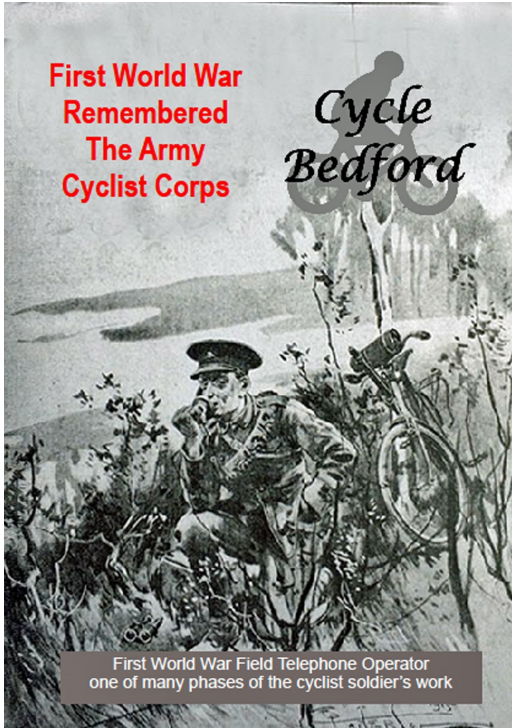


The first set of two tier cycle racks to accommodate 44 bikes were installed at Bedford railway station in July 2013 and were opened by the Mayor, Dave Hodgson, on 14 November 2013. The set was based on a type that had been installed at St Albans but was modified to accommodate the slightly higher and wider Dutch bike of your editor and were known as the 'Bedford' stands.

Today 54% (330) of the 612 spaces available are of the two tier type.



Year 23 - 2014/15

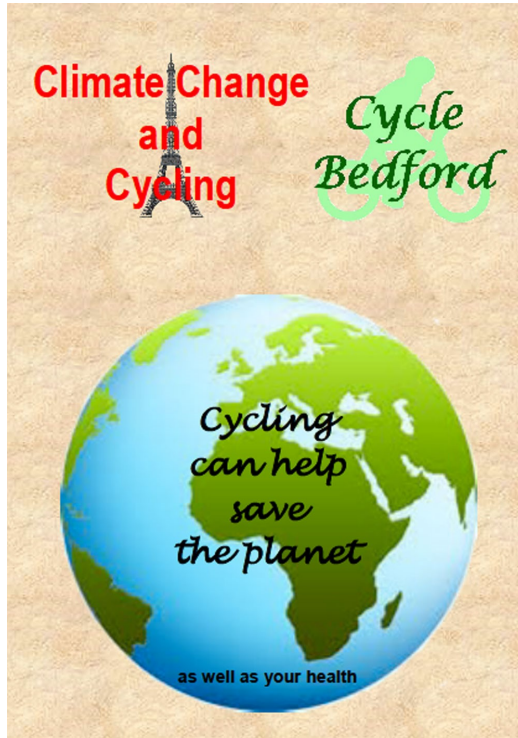


CCNB had a stand in St Paul's Square on 8 May 2014 as part of Bedford's celebrations in hosting the end, along the Embankment, of the 2nd stage of The Women's Tour, a five day women's elite international stage race.

The 100th anniversary of WWI was on 4 August 2014. The Army Cyclists Corps played an important part in the war which was described at the time to be '**The war to end all wars**'. It was one of the subjects in Newsletter Issue 70. The article was published by CCNB as a standalone leaflet in October 2014 and is also available on the Awards and Accreditation area of The Gazette (7 June 2016).

Year 24 - 2015/16

Climate change had been a topic of conversation for several decades and was the one of the subjects in Newsletter Issue 73 aimed to focus attention on the climate change conference in Paris in December 2015. This was said to be the last time for governments around the world to agree on targets to reduce global emissions to a level that could meet the goal of holding global warming to below 2 degree C above pre-industrial temperatures. The article was published by CCNB as a standalone leaflet in November 2015.



December 2015 was the wettest month on record causing severe floods in north west England and Scotland although fortunately only slightly along the river in Bedford.

A consequence of global warming and one reason why walking and cycling should be the mode of transport for short distances.

One of the major causes of climate change is pollution from motor vehicles, particularly those using diesel fuel. Pollution, the unseen killer, was the subject of an article in the February 2017 Newsletter with particular reference to Bedford High Street where on occasions it has exceeded EU and World Health Organisation targets.

Year 25 - 2016/17

The Great Ouse Way was officially opened on 25 April 2016. The 2.4km link road has an adjacent three metre wide cycle track along the whole length. CCNB had campaigned for the underpass provided at the Bromham Road/Gold Lane junction for the popular Bromham Mill to Bedford cycle route.



Veronica Brown, a founder committee member of CCNB and also past President of the Bedfordshire District Association of CTC (now Cycling UK) died on 31 August 2016.

A new four metre wide pedestrian/cycle bridge across the River Great Ouse from St Mary's Gardens to the new Riverside North development was opened on Friday 2 June 2017. CCNB had campaigned for at least this width to accommodate the expected number of cyclists who would use it and to minimise cyclist/pedestrian conflict



The Future

Bedford has always been a cycling town with cyclists accounting for 80 percent of the total daily traffic flow in 1935. By 1967, with the significant increase in motor vehicles from the 1950s, this had reduced to 12.4%. From the 1970s levels have been fairly static and it has been only since the mid 2000s that an increase has started to emerge.

Since 2006 a 81% increase has been recorded at the railway station representing a 7.4% increase per year. More than 9% of commuters now use a bicycle to travel to the station.

The Active Peoples Survey (APS) over the last five years has shown that an average of 30,000 residents cycle at least once per month, 18,000 at least once per week and 5,500 at least 5 times per week.

The urban area of Bedford currently has a cycle network consisting of 27 radial routes, an inner orbital 'Avenue Route' and an outer orbital 'Bedford Green Wheel'. A number of the routes have sections which could be improved and there is a need to signpost more of them on the ground.

Today, there is an increasing problem of inactivity and obesity of the population, not only for adults but also amongst young children. Cycling can help to reduce this while giving a host of other benefits.

Pollution, of which emissions from motor vehicles are a major contributing factor, is also causing major health concerns as well increasing the threat of climate change.

A significant percentage of short journeys are still made by motor vehicle causing severe congestion in the urban area particularly during the morning and evening peak periods.

There is therefore considerable scope for CCNB to promote the benefits of cycling as well as campaigning for improvements and extensions to the cycle network.

Issues outstanding (see Newsletter Issue 77) include:

- Bromham Road Railway cycle track widening and underpass
- A421/A6 junction cycle safety improvements
- High Street de-trafficking and south to north cycleway
- Ampthill Road cycle track extension to Britannia Road
- Kempston Road toucan near Victoria Street
- Progress Park tunnel opening to Interchange Park East
- Marston Vale line crossing from Interchange Park to Kempston
- Bromham Road river bridge cycle improvements
- Bikeability training for all school children
- 20mph speed limits on all roads in the town centre and in all residential areas.

**CCNB 25th
Anniversary**



**I Love
Cycling**

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)