

# Cycle Bedford



Borough  
Elections  
Special

Issue 83  
March 2019

The Voice of Cycling Campaign for North Bedfordshire



Still some use for end of life bicycles

# CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

*Founded 1992*

## *Committee*

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

E-mail: [ccnb@ccnb.org.uk](mailto:ccnb@ccnb.org.uk)

Website: <http://www.ccnb.org.uk>

Promotional website: <http://www.cyclebedford.org.uk>



@cyclebedford



cycle\_bedford

## **Campaigning Representation**

CCNB is represented on the following committees:

Bedford Cycle Strategy Group (disbanded July 2018)

Bedford Stations Travel Plan Steering Group

Bedford Hospital Bicycle Users Group

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

Bedford Green Wheel

Local Transport Plan (LTP3)

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

### **Bedford Borough Council Contacts:**

Cycling and Walking:

Transport Policy Manager - (01234) 228607/e-mail  
[melanie.macleod@bedford.gov.uk](mailto:melanie.macleod@bedford.gov.uk)

Bikeability (Cycle Training) - (01234) 228336/e-mail

Highways Helpdesk - (01234) 718003/e-mail  
[highways.helpdesk@bedford.gov.uk](mailto:highways.helpdesk@bedford.gov.uk)

# Contents

2	Committee
2	Campaigning Representation
2	Bedford Borough Council Contacts
3	Contents
4	Editorial
6	Mayoral Election Candidates
8	Why Cycle?
8	Health
9	Convenience
9	Environment
9	Pollution and Health
9	Pollution and Climate Change
10	Town of Cyclists
11	Bedford Cycle Network
12	Bromham Road Railway Bridge
14	A421/A6 Junction
15	High Street
16	Transforming Bedford 2020
16	Northern Gateway
16	Britannia Road
17	Lidl Goldington Road
18	Cotton End Cycle Track
19	Roff Avenue Cycle Lanes
20	Goldington Road/Barkers Lane Junction
21	Fairhill Development
21	New Zebra Crossings Proposed
22	20mph
23	Why have 20mph Limits?
24	Speeding Traffic
25	New Pothole Equipment
26	Solar Pavement
27	Community Cycle Parking Scheme
28	Modeshift STARS
28	Modeshift Award - School
29	Modeshift Award - Local authority
30	First Woman to Cycle Around the World
32	Around the World by Unicycle
34	BoRo Beach Bike
35	The ReUse Centre
36	Diary - AGM
36	Local Cycle Rides - Contact
36	CCNB Vision and Objectives

# Editorial

It is that time again when all Bedford Borough Councillors, the Mayoral and Parish Council seats are up for election on Thursday 2 May 2019.

This issue therefore recaps the benefits of cycling and how in Bedford it can help reduce congestion, pollution and climate change, as well as improving the health of our residents (Why Cycle? page 8).



The town has an ever expanding cycle network but with three major gaps which it is hoped will be resolved over the next two years; Bromham Road railway bridge (page 12), A421/A6 junction (page 14) and the High Street (page 15).



The Borough's Transforming Bedford 2020 will see many junction improvements to reduce vehicle congestion and improve cyclist's safety, the first two being the Northern Gateway and Britannia Road (page 16).

20mph zones to improve the safety of cyclists and all vulnerable residents continue to be expanded (page 22) but further residential areas as well as the whole of the town centre area still need to be considered as soon as possible. The Borough has recently introduced a Community Speedwatch van (page 24) to help catch motorists who endanger vulnerable people by exceeding the speed limit.

To speed up the repair of potholes in the roads, the Borough has bought a Jetpatcher and Thermopatcher (page 25). Both machines can only be used to fill a pothole which has been reported. Please report all potholes - if their presence is not known they can not be repaired.

All school children must be encouraged by their schools and parents to take a **'Bikeability'** cycle training course and all travel plans, a requisite of planning applications which involve increased movement of people, must be actioned and not just set aside when the application is approved.

Congratulations to St Thomas More Catholic School in Brickhill for being one of the first to win a bronze award for its travel plan in the new ModeShift STARS scheme for school travel plans (page 28).



The last few months have seen the completion of further cycle schemes in Cotton End (page 18) and Roff Avenue (page 19). CCNB was extremely disappointed in the safety aspects of the cycle lanes put in Roff Avenue following its re-surfacing and the absence of cycle infrastructure as part of the newly opened Goldington Road Lidl's store (page 17), in particular a Toucan crossing as promised a number of years ago from Goldington Road into Perkins Road.

The Goldington Road/Barkers Lane junction is to be improved shortly and hopefully will include a safe crossing for cyclists across Barkers Lane (page 20).

Central Beds have been awarded a grant which will see the installation of an innovative solar pavement (page 26).

ParkThatBike is offering free cycle stands to the community (page 27).

This year is the 124th anniversary of the first woman to cycle around the world (page 30) while it was only last year that a British cyclist became the first to cycle around the world on a unicycle (page 32)..

Last summer saw the introduction of a multicycle beach bike on the Isle of Wight (page 34).

Did you know that you can donate a bike to charity or buy a second hand one from The ReUse Centre in Gadsby Street or the Church Arcade in Bedford (page 35).



*The next newsletter due in June/July 2019 will be a special issue on Electric Bikes*

# Mayoral Election Candidates

On Thursday 2 May 2019 the current Bedford Borough Council Liberal Democrat Mayor, Dave Hodgson, is up for re-election. Contesting him this time are Conservative Gianni Carofano, Labour Jenni Jackson and Green Party Adrian Spurrell.

CCNB has asked each candidate what they would do over the next four years, if elected, to encourage residents to cycle or the 32,000 current borough cyclists to cycle more to help reduce the town's current congestion and pollution problems. Here are their responses:

## Dave Hodgson (LD)

The more we can support cycling the more everybody wins via reduced congestion, reduced pollution and improved health and air quality. Bedford is now in the top 20 cycling towns in the UK and I want to continue to work hard to deliver the investment we need to make it safer to cycle. Despite receiving strong criticism for it, I implemented the 'turbo' roundabout at Union Street/Clapham Road which has made what was an accident blackspot much more cycle friendly and reduced accidents considerably.

We're suffering massive government funding cuts but I have sought to ensure that whenever construction works happen we use the opportunity to enhance cycling routes and cycle parking, e.g. recently at Cotton End, St Mary's Gardens and the new river cycle/foot bridge, Goldington Road, on Route 51 and at many other locations. I will do the same with the One Public Estate regeneration programme for the town centre, and for the Transporting Bedford 2020 decongestion programme, such as enhanced arrangements for cyclists at key sites like Manton Lane.

I have committed to build a dedicated £3m cycle and pedestrian bridge alongside the new Bromham Road Railway Bridge, and won Network Rail's agreement. This will support cycle journeys to and from the railway station, which have nearly doubled while I've been Mayor. I want to keep working with Sustrans and other partners to bring in funding, inspire children with education and cycle training, and encourage more women to cycle, with women under-represented as a percentage of cyclists.

## Gianni Carofano (Con)

*No response has been received from this candidate.*

## Jenni Jackson (Lab)

I believe that cycling is an important issue.

It is both a healthy and a green mode of transport, and we should all be

actively encouraging its use. I myself, while I would like to cycle into town when possible, have been put off by the intermittent cycle paths and the terrifying proximity of fast traffic.

As Mayor, my focus would be on planning cycle routes as part of a wider transport plan; ending the 'token gesture', disconnected and, often, thoroughly unsafe cycle paths which have previously been installed. In consultation with interested parties such as CCNB, I will push for the connected, safe cycle system that all cyclists deserve.

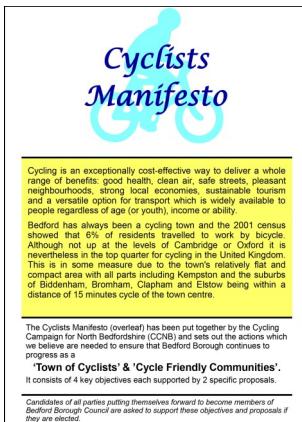
## Adrian Spurrell (Green)

I am really keen to push cycling as part of a wider clean air campaign.

The ultimate aim would be to:

- Make the centre of Bedford vehicle free as far as possible, replacing cars with cheap and reliable electric / hybrid buses.
- Put in place well thought out connected cycle lanes, more cycle racks (and seating etc. for pedestrians) and create a cycling 'culture' through prioritising pedestrian and cyclist needs on all new roads / road improvements, possibly piloting a bike hire scheme, making information about the benefits of cycling easily available and encouraging early years cycling.
- In rural areas, apart from trunk roads, reducing speed limits and encouraging local communities to set lower limits on country lanes where pedestrians, cyclists and horse riders would be particularly vulnerable; and designate green lanes where these modes would have priority, and where feasible, to close lanes that act as through routes to allow only for these modes plus local access.

All candidates for the borough seats will be given a copy of CCNB's **Manifesto for Cycling and Bedford - Cycling Quotes and Facts**.



**Cyclists Manifesto**

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.

Bedford has always been a cycling town and the 2001 census showed that 6% of residents travelled to work by bicycle. Although not up at the levels of Cambridge or Oxford it is nevertheless in the top quarter for cycling in the United Kingdom. This is in some measure due to the town's relatively flat and compact area with all parts including Kempston and the suburbs of Biddenham, Bromham, Clapham and Elstow being within a distance of 15 minutes cycle of the town centre.

The Cyclists Manifesto (overleaf) 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 Borough continues to progress as a

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

It consists of 4 key objectives each supported by 2 specific proposals.

Candidates of all parties putting themselves forward to become members of Bedford Borough Council are asked to support these objectives and proposals if they are elected.



**Bedford**

**Cycling Quotes/Facts**



Cycling Campaign for North Bedfordshire

# Why Cycle?

Against the backdrop of a country concerned about obesity levels, air pollution and congestion, the Government is keen to make cycling (and walking) the natural choices for shorter journeys, or as part of longer journeys when possible.

Jesse Norman, Under Secretary of State for Transport, responsible for cycling, has gone further and has repeatedly said he wants to 'transition to a world where a 12 year old can cycle safely'.

Cycling is a safe, normal and enjoyable activity for people of all ages, backgrounds and abilities. It is the most inexpensive form of independent door to door transport, apart from walking, with no fuel or parking costs and low cost maintenance.

- Cycling is relatively safer than many activities including fishing, horse riding, swimming, athletics, football, tennis and gardening.
- Cycling journeys of under 5 miles instead of by car can save the average person nearly £2,000 per year.

A considerable number of borough residents cycle all through the year, but it is in the spring and summer when many start to think about cycling. In the borough about 60% of car journeys are less than 5 miles and 40% less than 2 miles. A lot of these could easily be made by bicycle.

Riding a bicycle is like swimming. Once learnt you will never forget how to do it but if you have never ridden a bicycle or have not cycled for some time (and 61% claim nationally not to have ridden one for more than a year) and would like to regain confidence in today's traffic there are a number of training courses available in the area.

Cycling also comes with a number of health, social and environmental benefits.

## Health

Cycling is a healthy activity and incorporating it into daily life enables people to take regular exercise without going to a gym and is claimed to give a fitness level of someone up to 10 years younger.

This leads to a reduction in the risk of cardiovascular disease, cancer, obesity and diabetes.

Cycling helps you live longer with health pundits claiming it as a 'miracle pill'.

It also increases mental wellbeing and for people cycling to work or school increased productivity by reducing stress and absenteeism.



## Convenience

Cycling is a quicker alternative to the car or public transport for many short trips, particularly for travel in peak traffic conditions. It is possible to time a journey to the minute and rely on it. Traffic congestion can be ignored.

A bicycle can be easily parked outside the building you are visiting. Eight to ten bicycles can be parked in the space of one car.

A bicycle is a very versatile mode of transport and can carry children and luggage/shopping as well as pulling trailers.

## Environment

Cycling results in no air and noise pollution and with walking is the cleanest form of transport.

It leads to reduced vehicle congestion making more safe and pleasant communities and promotes social interaction for all residents whether cyclists or not.

## Pollution and Health

Air pollution is today one of the main challenges affecting the population not only in the UK but all the world with transport responsible for a significant level.

The more people that take up cycling and the more cycling that current cyclists do will mean less motor vehicles on our roads emitting toxic fumes. This will then result in a more active healthier population saving our National Health Service millions of pounds.

It has been estimated that pollution from nitrogen dioxides (mainly for diesel vehicles) and molecular particulates causes the premature death every year of more than 40,000 people just in the UK.

Nitrogen dioxide irritates the airways of the lungs, increasing the symptoms of those suffering from lung diseases.

Fine particles can be carried deep into the lungs where they can cause inflammation and a worsening of heart and lung diseases.

Carbon monoxide prevents the uptake of oxygen by the blood. This can lead to a significant reduction in the supply of oxygen to the heart, particularly in people suffering from heart disease.

Nearly every other month new research adds yet another health problem due to pollution.

## Pollution and Climate Change

The same pollutants which affect health also act as greenhouse gases and are one of the main causes of climate change.

Every person encouraged to take up cycling means one less vehicle on the road contributing to global warming and affecting people's health.

# Town of Cyclists

Bedford (with Kempston) has always been a 'Town of Cyclists' due to its flat (except for Manton Heights) and compact nature.

Way back in 1935 a Ministry of Transport census showed that cyclists accounted for 80% of vehicular traffic in Bedford, similar to levels found in the Netherlands.

In 1945 a traffic census found that 'for 10 minutes in one midday period cyclists passed the census takers at the rate of three thousand per hour'.

!960s surveys reported cyclists as making 12% of all vehicular movements in the town centre area.

Today, although not in the same league as Cambridge or Oxford, the latest Department for Transport' Walking and Cycling Statistics for 2016-2017 show that the town is still in the top quartile of cities and towns in the UK.

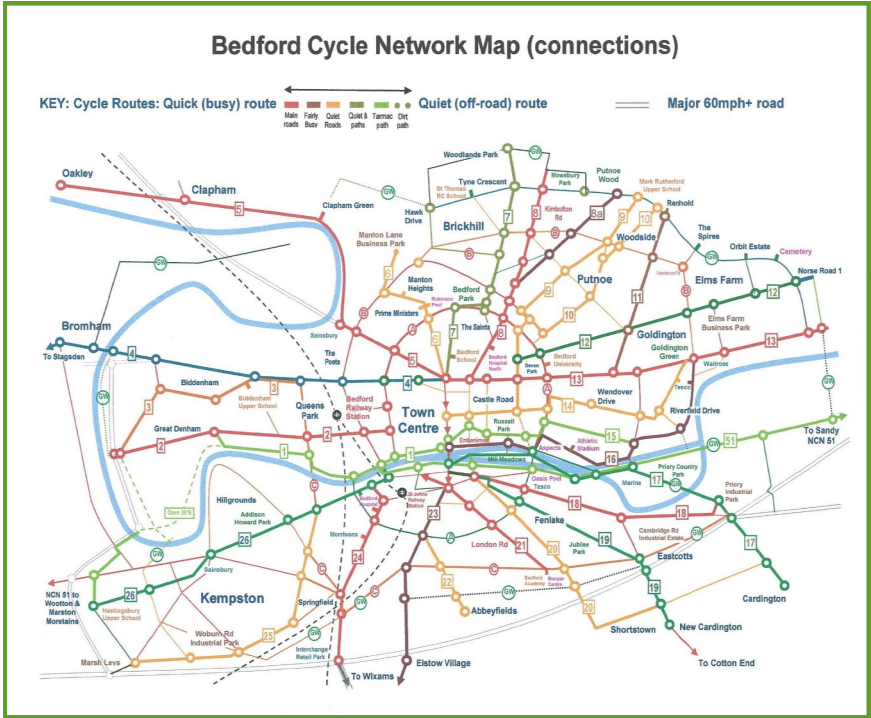
Calculations from the above data show that more than 32,000 residents made in excess of 5,500,000 cycling trips helping to reduce the town's traffic congestion and pollution.



CCNB has been carrying out cycle counts at Bedford railway station for more than 12 years and has seen an increase of 89% between summer 2006 and summer 2018. Cyclists represent 10% of all commuters to the station.

# Bedford Cycle Network

Bedford's cycle network was first started in the 1950s and since then has been progressively increased to give an extensive network of 27 strategic radial routes focused on the town centre and two orbital routes, all based on safe off-road dual use paths, cycle tracks and quiet road/on-road cycle lane routes enabling cyclists to get from one part of the town to the other including many neighbouring villages.



There are three main gaps in the cycle network which CCNB hopes will be rectified over the next few years, namely:

- Bromham Road railway bridge** - A safe off-road dual use path across the bridge.
- A6/A421 Junction** - A safe off-road dual use path across the junction.
- High Street Bedford** - A south to north cycle contraflow.

CCNB also has a list of more than 100 other items which is regularly updated and given to Bedford Borough Council for their current and future work programmes. A number of these, it is hoped, will be carried out as part of the **Transforming Bedford 2020** project.

# Bromham Road Railway Bridge

Network Rail began phase 1 of the work on Bromham Road railway bridge rebuild on Monday 4 March 2019 to remove and relocate onto a temporary bridge the numerous services running under the current bridge.

The work has required the partial closure of the A4280 over the bridge with all traffic, except pedestrians and walking cyclists, prohibited from travelling westwards 24 hours a day until Thursday 18 April and then for 65 nights from Thursday 18 April to Saturday 22 June 2019.

Phase 2 will be to demolish the top of the bridge during July/August and construct a higher bridge to provide clearance for the new overhead line equipment to pass under the bridge in preparation for the electrification of the line to Corby.

## Public Inquiry

Following on from CCNB and others objections to the lack of a cycleway across the proposed bridge rebuild the Secretary of State for Transport last year called for a public inquiry to be held.

The public inquiry on the Network Rail (London to Corby) (Land Acquisition, Level Crossing and Bridge Works) Order took place at the Park Inn Hotel Bedford starting on Tuesday 5 February 2019. Initially there were only two oral objectors, CCNB and Bovis Homes re land issues at a bridge in Wellingborough. In the event Bovis Homes after numerous outside meetings finally withdrew their objections on the Wednesday evening. While waiting for the outcome of their discussions they took very little part in the public inquiry except for a number of update statements. The public inquiry was therefore almost entirely between CCNB and Network Rail. This took two and a half days to complete. The inquiry was finally closed on 19 February 2019 having been kept open for a further week to allow for a number of papers to be received by the Inspector.

CCNB awaits with interest the Inspector's report and the Secretary of State for Transport's final decision although it believes it may be already too late to get a positive answer due to the planned start date of December 2020 for new electric services between London and Corby.

It was noted that Bedford Borough Council was not present at the Inquiry as it was disclosed they had withdrawn their representation in August 2018 when they accepted Network Rail's plan and decided, with a contribution from them, to pursue a separate bridge.

Objections, although finally withdrawn, to Network Rail's proposed temporary bridge leads CCNB to the conclusion that planning approval for a permanent bridge on the north side will not be easy and provision

on the south side is also being Investigated. In this case there will be a need for a dual use cycle/pedestrian path on the south side of Bromham Road to join the existing one at West Grove as well as a signalled crossing near Spencer Road.

CCNB believes that to get the required dual use pedestrian/cycleway across the bridge itself, the layout of the road bed could be amended, as was suggested by the then Cycling Officer in 2012, either on the bridge as proposed or on a slightly wider bridge.

The information presented by CCNB & Network Rail can be seen under:

<http://london-corby.persona-pi.com/op-proofs>

## Planning Application

On 5 March 2019 the Borough's planning department issued a Planning Application (19/00370/FUL) for the 'Re-construction of bridge SPC2/40 Bromham Road to facilitate electrification of Midland Main Line railway'.

CCNB in its response will be re-iterating the need for a dual use pedestrian/cycle path across the bridge. The latest date for comments or objections is 2 April 2019. All the documents in the planning application can be seen under:

<http://edrms.bedford.gov.uk/PlanningBrowse.aspx?id=d8dMzsCot873%2bW17VvndjA%3d%3d>



Latest information from Network Rail can be seen at:

<https://www.networkrail.co.uk/running-the-railway/our-routes/line-and-em/midland-main-line-improvement-programme/bromham-road-bridge/>

Network Rail have also a webpage of frequently asked questions which can be seen at:

<https://cdn.networkrail.co.uk/wp-content/uploads/2019/02/FAQs-Bromham-Rd-February-2019-Web-page-.pdf>



# A421/A6 Junction

Highways England have still not completed their modelling work on the junction to see if this designated funding project can go ahead.

## Timeline

April 2003	Wixams Section 106 agreement for off site cycleway (Route C) to A421/A6 junction as part of A6 realignment works including a section across the junction to the Progress Park cycleway
March 2008	Delivery of section from the Elstow storage depot entrance to the A421/A6 junction put on hold due to concerns of the then Highways Agency over the safety of cyclists using the junction
2011	Junction to be signalled as part of NIRAH (National Institute for Research into Aquatic Habitats) project
August 2013	'Cycle Proofing' of highway network announced by Government
2014	NIRAH project abandoned
January 2015	£100 million awarded to Highways England (HE) to cycle proof 200 schemes
March 2015	HE Delivery Plan 2015-2020 published. A421/A6 junction listed as one of 40 schemes to be delivered in first year (2015-2016).
November 2015	Draft plans issued for cycleway and signalisation of junction
December 2015	Plans approved (with minor updates) by both Bedford Borough Council and CCNB
January 2016	HE Cycle Strategy published
February 2017	Scheme put on hold by HE due to claimed 'lack of value for money'
March 2017	Second completion date missed.
April 2017	HE admitted mistake and said scheme would be now put in their programme again following a 'Best Value Review'.
March 2019	After further two years still waiting for further assessment report by HE to see if it can be delivered

In the meantime housing continues to be built in the Wixams development and those that would like to use sustainable transport have no direct safe cycle route into Bedford as originally promised.

# High Street

It is planned to carry out works to improve the street scene in the High Street as well as St Paul's Square in the summer of 2020. The latest Transforming Bedford 2020 newsletter says that the Borough is looking at widening pavements using traditional York stone paving and will be putting in new street furniture to create more pleasant space for people to walk, cycle, shop and visit the town centre. Traffic will still be able to travel along both streets. Loading bays and drop off bays will also be provided for delivery vehicles.

Public exhibitions to show these proposals in detail are expected over the next few months.

CCNB's recommendation for a number of years has been is to provide a south-north cycle contraflow to improve cycle access into and through the town centre.

## Timeline

- October 2008 Town Centre Area Action Plan (TCAAP) - TC21 Walking and Cycling Routes. Potential to reduce traffic will also provide potential in the long term to create a south-north **cycle** link.
- 2010 Vision and strategy adopted for the High Street. A6 designation removed in 2009 with opening of Western Bypass
- March 2012 A&D Cycling Background Paper  
Action 9 - Make the High Street two way for cyclists
- August 2014 Waiting for completion of A4280/A6 link



*Colourful High Street pavement markings of all services in preparation for planned improvements*

# Transforming Bedford 2020

## Northern Gateway

Work to introduce turning lanes in Manton Lane into the Bedford Modern School will start in Spring 2019 carrying out as much as possible during the school holiday periods.

The second phase of the scheme to modify the junctions in Clapham Road will be scheduled around Network Rail's work to rebuild the Bromham Road railway bridge to avoid traffic congestion as much as possible.

## Britannia Road

Works to change the road layout in Britannia Road and make improvements to the traffic signals at each end are scheduled to start in Spring/Summer 2019.

Changes to the road layout will not allow the installation of cycle lanes along Britannia Road although advanced stop lines (ASLs) for cyclists will be installed, at all the junctions.

At a meeting with the Project Manager CCNB has requested that:

- At the junction with Kempston Road, infilling the layby opposite (leftover from the beginning of the Britannia development) but retaining a dropped kerb with the appropriate markings to allow cyclists exiting Britannia Road to get onto the dual use path along Kempston Road.
- There is no defined end to the dual use path along Amptill Road but it is usually taken as the junction with Aspley Road just north of the toucan crossing. It has been in CCNB and BBC's future plans for sometime to extend this as far as the Britannia Road junction with appropriate crossovers (markings and/or raised tables) of side roads, going on-road just before the junction.
- Confident/experienced cyclists will tend to favour Britannia Road but the less confident will generally prefer to use Victoria Road as the link between Amptill Road and Kempston Road (cycle symbols have been installed along the road in recent months). There is no problem in going from Kempston Road to Amptill Road but the reverse has a safety hazard in crossing Kempston Road. In the past there was going to be a signalled junction including a toucan crossing. The latter has been on the proposed list since this time and will also help children from the Britannia site get safely to the Cauldwell School in Edward Road. Using the crossing at Palgrave Road is not on the desire line and would entail a several hundred metres diversion in each direction. CCNB has therefore asked for this additional feature to also be considered.

# Lidl Goldington Road

The new Goldington Road store of Lidl, the third in Bedford/Kempston opened its doors on Thursday 21 February 2019.

*Five 'Sheffield' type  
cycle parking  
stands  
for 10 bicycles  
have been provided  
on the far right of  
the entrance*



CCNB is disappointed that no off-road cycle path, including a signalled toucan crossing, has been provided to the store from the Goldington Road cycle track.

As part of the planning conditions for the nearby Waitrose store in Perkins Road in 2012, the new junction with Goldington Road was to be provided with a toucan crossing for cyclists. A last minute unauthorised decision resulted in the provision of only a puffin crossing. The planning department admitted the error and promised to convert it to a toucan crossing when the opportunity arose..

At the planning stage for the new Lidl store it was stated that this was not possible



# Cotton End Cycle Track

The new 1.5km long cycle track from Shorttown's Greycote roundabout to the new school, Cotton End Forest School, was completed just before the end of last year.

The cycle track on the east side of the A600 High Road is mainly 2.5m wide which narrows to 1.5m at a small bridge just before Cotton End and as it enters Cotton End itself widens to 3m as far as the school.

At the start at Greycote roundabout the track crosses the east arm with a central reservation which will eventually be the main entrance to the new housing development behind the two historic airship hangers. It then crosses the entrance to Cardington Studios, currently in one of the hangers again via a central reservation.

In Cotton End just past the existing Cotton End Primary School there is a Toucan signalled crossing to enable cyclists to cross over to the new school. The track continues on the east side with raised crossings at both Wood Lane and Trow Close. The main road between the two side roads can be crossed using a central reservation and a Puffin crossing.

The completed school finally opened on Wednesday 13 March 2019 following on from the earlier opening of only the pre-school.





# Roff Avenue Cycle Lanes

The recent re-surfacing of Roff Avenue with new road markings has created two safety hazards for cyclists.

Firstly, the remarked end of the Park Avenue cycle lane just prior to the roundabout at the Foster Hill Road roundabout. Instead of simply ending has been tapered to a point which hits the kerb.



This has created an hazardous situation for cyclists, and more so for those riding tricycles, cargo or trailer bikes, who will all have to cycle out of the tapering lane. This creates a dangerous pinch point if any cars are in the vicinity. It has been noted that quite a high proportion of cars approach the junction at speed, some

without slowing down, and due to the wide angle of the road many motorists tend to cut the corner by almost clipping the kerb at this point.

The same markings were originally done way back in 2014 and had to be rubbed out within days. It was stated at the time that they had been done in error and not to the drawing specified.

Secondly, the new cycle lane introduced from the Foster Hill Road roundabout ends in a parked car.

This was pointed out four years ago when CCNB first saw the drawing but was obviously not modified at the time.



CCNB has asked the Borough to correct the two hazards before there is a serious accident.

# Goldington Road/Barkers Lane Junction

The busy junctions of Goldington Road with Church Lane and Barkers Lane are to be converted into mini-roundabouts to help ease congestion. CCNB has asked the Borough if cycling infrastructure improvements can be considered when plans are drawn up.

Outstanding for some time has been the need to improve the safety of cyclists (and other vulnerable people) crossing Barkers Lane, many going to and from Goldington Green School. The crossing is on the off-road cycle route on the south side of Goldington Road which starts at the toucan crossing from The Bury to Tesco's and continues in a westerly direction as far as the Polhill Avenue/Newnham Avenue junction where it then goes on-road as far as the town centre.



*Mobility scooter and pushchair users finally crossing Barkers Lane after waiting for sometime for a clear road*

CCNB's recommendation is for a cycle zebra as a signalled crossing would have to be further along the road and not on the direct desire line.

In an audit of cycle routes by Patrick Lingwood (the Borough's ex Cycling Officer) it was also suggested that the addition of cycle logos on the road between Polhill Avenue and the Tesco toucan crossing should also be considered so that motorists are aware of the potential presence of on-road experienced cyclists. (Cycle logos already exist on the road further west).

# Fairhill Development

Work on the road infrastructure for the Fairhill development off the Great Ouse Way roundabout started in March for completion in September 2019.

CCNB hopes that this work will include the proposed signalled crossing of the road which has become even more dangerous for cyclists and other vulnerable people to cross since the opening of the nearby Aldi store.



## New Zebra Crossings Proposed

Although cyclists are not allowed to ride across standard zebra crossings they can help a cyclist to safely walk their bike across a busy road.

It was announced by the Borough in December 2018 that zebra crossings are being considered at:

- Needwood Road - near its junction with Church Lane
- Putnoe Street - near its junction with Bowhill
- Queens Drive - near its junction with Arrow Leys
- Union Street - near its junction with Warwick Avenue
- Oakley Road, Clapham - in the vicinity to the alleyway to Miller Road

On the Bedford Cycle Network there are already 64 signalled Toucan crossings (including two Pegasus) which cyclists can ride across in addition to many underpasses and central reservations, nine Parallel Cycle Crossings (Cycle Zebras) and also 34 Puffin/Pelican and eight Zebra crossings which cyclists can use to safely walk across.

# 20mph



Local Ward Councillors continue to request the borough to introduce 20mph speed limit zones in their wards to promote safety in residential areas. Since the last newsletter two public notices have been issued proposing to introduce 20mph speed limits, one for streets in the Kingsbrook Ward (October 2018) and another for Goldington Ward (December 2018).

In response to a petition to the Council a further public notice proposal has been issued for various roads in Shortstown (February 2019).

## Kingsbrook

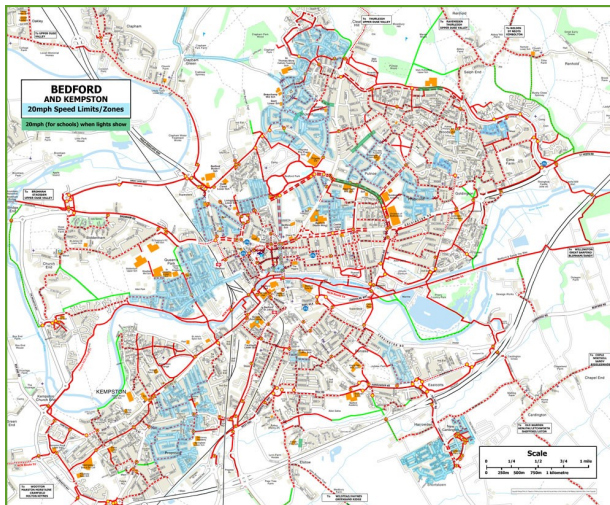
Barford Road, Barton Road, Colling Place, Dunham Close, Goodmayes Close, Harrowden Road (access road intersecting Barford Road and Lovell Road), Leith Road, Lovell Road, Reddall Close and access roads to rear of Boteler Gardens, Welbourne Gardens and Royle Gardens.

## Goldington

Abbey Road, Ashridge Drive, Cannock Close, Etrick Drive, Greskine Close, Glenavon Drive, Lymington Gardens, Strathconon Road, Manor Road, Harvey Road, Ouse Road, Mount Drive, Cornland and Barley Way.

## Shortstown

Beauvais Square, Eustace Close, Beauvais Avenue, Oswald Close, Rochester Way, Horace Close and Tempest Crescent.



*Map of current 20mph Speed Limits/Zones*



## Why have 20mph Limits?

The International Transport Forum group of the Organisation for Economic Co-operation and Development (OECD) has recently published its report on “Speed and Crash Risk” and has called for 30km/h (20mph) speed limits in built up areas where there is a mix of vulnerable road users and motor vehicles.

In publishing this report and recommendation OECD joins such international bodies as WHO (World Health Organisation), Global Network for Road Safety Legislators and iRAP (International Road Assessment Programme) who already recognise that 30km/h (20mph) speed limits are appropriate where people and motor vehicles mix.

The report concluded :-

*“To reduce road trauma (i.e. fatalities and injuries), governments need to take actions to reduce the speed on our roads and also to reduce differences in speed. As individuals, the risks for a severe crash might seem small, but from a societal point of view, there are substantial safety gains when the mean speeds and speed differences on the roads are reduced.”*

Rod King MBE, Founder and Campaign Director for 20’s Plenty for Us commented :-

*“This is yet another report coming to the firm conclusion that 20 is plenty where people live, work, play, shop and learn. Other countries have adopted a near universal 30km/h limit for urban and residential streets. Over 25% of the UK live in authorities who have also set 20mph as the right urban limit. Nearly half (44%) of Londoners are now living in 20mph streets. The Scottish Parliament is considering a bill to make 20mph the limit (with exceptions) for built up roads. It’s time to end the post code lottery on pedestrian/cycling safety and general well-being in our residential and urban places by setting a 20mph default limit for built-up roads across the UK.”*

The full report may be downloaded from:

<https://www.itf-oecd.org/sites/default/files/docs/speed-crash-risk.pdf>

A further report by the University of the West of England (UWE) has analysed the impact of 20mph roll-outs for Bristol City Council.

It found reductions of 2.7mph in average traffic speeds and an estimated cost saving of over £15m per year from fatal, serious and slight injuries avoided. This was an annual saving over 5 times greater than the one-off implementation cost of £2.77m.

The full report may be downloaded from:

[http://eprints.uwe.ac.uk/34851/7/BRITE%20Bristol%2020mph%20limit%20evaluation%20report\\_20July18update.pdf](http://eprints.uwe.ac.uk/34851/7/BRITE%20Bristol%2020mph%20limit%20evaluation%20report_20July18update.pdf)



# Speeding Traffic

One of the reasons cited by many cyclists for riding illegally on the footpath is the volume and speed of vehicles on the road. Likewise at community police events and meetings in both urban and rural areas speeding is always mentioned as one of the top concerns of residents.

In December 2018 the Borough Council in conjunction with Bedfordshire Police introduced a Community Speedwatch van which will go to locations around the area with trained staff tracking the speed of vehicles. Drivers recorded speeding will receive a warning through the post. Repeat offenders or those travelling at excessive speed will be visited by the Police.



*The new vehicle with the Mayor, Dave Hodgson*

During January 2019 police officers from the Road Policing Unit dedicated all available patrols which were not responding to emergency calls to enforce safe speeds in known problem areas.

The campaign also looked to raise awareness of the potentially fatal consequences of driving at an inappropriate or illegal speed through an online campaign.

The roads in the Bedford area included:

- Queens Drive, Putnoe
- Cemetery Road, Kempston
- New Road, Great Barford
- A603 Sandy Road, Willington

# New Pothole Equipment

The Borough Council last year bought a new machine called a Jetpatcher to carry out repairs to potholes.

The machine works by blowing debris and water from the pothole, preparing the hole to prevent further water damage, filling the hole, and finally sealing the repair. The method is quicker to use and means more potholes can be repaired by the 'Pothole Hit Squad' in a day. Repairs are claimed to last at least for three years.



*Jetpatcher in action*

*To see how it works  
look at the video :*

<https://www.youtube.com/watch?v=mqDL1lp1jzc>

*Thermopatcher in action*

*To see how it works  
look at the video:*

<https://youtu.be/eDQY1eTQDEY>



The Council is also purchasing in the next month a Thermopatcher. This machine which is transported by a Ford Transit type vehicle melts the road surface, mixes the old surface with new material and fills the hole.

The recycled patches reduce waste, and also reduces manual handling for staff. It can be used in winter and the repairs are claimed to last longer than three years.

However no matter what type of machine is used, a pothole will never be repaired if it is not reported to the Borough's Helpline. For details how to do this see:

<http://www.ccnb.org.uk/BedfordshireHighwaysHelpdesk.shtml>

# Solar Pavement

In Newsletter No 61 - October 2011 there was an article under the title: **Solar Cycle Path to Generate Electricity**

*The Netherlands is renowned as a cycling country so it would not be a surprise that a cycle path in Krommenie, a town near Amsterdam, has been chosen by the local government for the installation of solar panels.*

*The modular system scheduled to be embedded into the path next year will consist of a 1cm layer of silicon solar cells, laid into thick concrete slabs which are then protected by toughed glass. The electricity generated by the SolaRoad will be used for street lighting, traffic lights as well as houses.*

The path finally opened in November 2014 and in its first six months exceeded expectations by generating enough energy to power a one person household for an entire year.



## Flitwick

In the last month Central Beds Council has won funding for a kinetic pavement to be built in the town while along a 3km stretch of the A421 leading into Milton Keynes a pavement and cycleway will be fitted with a special surface that will capture solar energy capable of powering streetlights as well as houses.

A further energy boost will come from water pipes laid just below the surface that use geothermal energy from the earth. These will be able warm the road surface and reduce reliance on gritting lorries in icy weather.

The projects are being funded with a £1.05m award from the Department of Transport and the Association of Directors of Environment, Economy, Planning and Transport (ADEPT).

# Community Cycle Parking Scheme

Voluntary sector groups, businesses, shops, offices, cafés, pubs, churches, surgeries and good causes are eligible for free cycle parking stands from ParkThatBike if they are based in Bedford, Flitwick, Ampthill, Harlington, Luton, Dunstable or Houghton Regis.

For details see [www.parkthatbike.info](http://www.parkthatbike.info).

If you know of anywhere that would benefit from the provision of stands please let them know about this scheme. Note the applicant is responsible for installing the cycle parking on their own property. There are six types available:

## *Up to 4 Sheffield stands free of charge*

The classic cycle stand favoured by most cyclists and approved for use by all UK local authorities. Each stand holds two bikes. Allow at least two square metres of space per stand.



## *Up to 4 wall mounted rails free of charge*

A space-efficient cycle parking solution. Ideal for locations such as High Street shops where sinking stands into the pavement is not an option.



## *Up to 2 Heart stands free of charge*

A stylish, eye-catching cycle stand that's perfect for surgeries, fitness centres and places where the focus is on health and physical activity.



## *Up to 2 PlantLock stands free of charge*

A green and pleasant cycle parking solution! The units can be planted with flowers, herbs or even salad crops. Perfect for cafes, pubs and shops.



## *Up to 2 CaMdem stands free of charge*

An award winning design of stand that enables a bike's frame and both wheels to be secured easily. The dip in the middle deters cyclists from simply locking the bike's cross-bar to the stand.



## *1 Three-hoop toast-rack free of charge*

The free-standing toast-rack is a great way to provide cycle parking in places where sinking stands into the ground is not an option.



# Modeshift STARS

Modeshift STARS (Sustainable Travel Accreditation and Recognition Scheme) is the national schools awards scheme that recognises schools that have shown excellence in supporting cycling, walking and other forms of sustainable travel.



The scheme was launched nationwide in September 2012 and was created to support the development of School Travel Plans and reward schools over three levels (Bronze, Silver and Gold) for achieving a shift to sustainable modes of transport.

STARS received the backing of the Department for Transport in November 2014 and is now recognised as the National School Travel Awards Scheme.

The scheme encourages schools across the country to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people.

Every school in England can participate in Modeshift STARS for free. On completion of an application for Modeshift STARS, schools will automatically have a brand new national standard School Travel Plan.

Bedford Borough Council have recently signed up to the scheme and expect all schools in the borough to join.

Further information can be obtained from the Modeshift STARS website:

<https://modeshiftstars.org/>

## Modeshift Award - School

In November 2018 St Thomas More School in Brickhill, Bedford was accredited with a Bronze Level award for its School Travel Plan - one of only two schools in the Borough to achieve this.

The school has recently notched up 92 cyclists riding to school, around 10% of the school intake, and are hoping to go for 100 in the near future.





# Modeshift Award - Local Authority

An innovative scheme jointly run by Central Bedfordshire Council that sees unwanted or abandoned bikes 'recycled' to individuals and families in need, has collected a national award.

The Council's Travel Choices team won the "Excellence in Cycling" category at the 2018 Modeshift National Sustainable Travel Awards for their part in this resourceful project, which provides low-cost bikes to those who otherwise would not be able to afford a new one.

The scheme is run in partnership with Luton and Bedford Borough Council. So far, more than 300 bikes have been restored and given to thankful local residents since the scheme was launched in April 2017.

The project collects bikes from recycling centres, via public donations and from the police, which are then fully serviced and returned to a road-worthy condition.

Children's bikes are donated once children have completed their Bikeability cycle safety training at school. Money from the cycle sales is reinvested to cover running costs.

A list of all the bikes available is accessible at the Travel Choices Hub in Ashton Square, Dunstable.

Residents can donate a bike to the project by emailing:

[TravelChoices@centralbedfordshire.gov.uk](mailto:TravelChoices@centralbedfordshire.gov.uk)



*Bedford Borough Council's Travel Plan Officer, Funmi Atolagbe (right) at the awards ceremony in Sheffield on 1 September 2018*

# First Woman to Cycle Around the World

Annie Cohen Kopchovsky (1870-1947), known as Annie Londonderry, was a Latvian immigrant to the USA. In 1894-95 she became the first woman to circle the world by bicycle.



*Annie Cohen Kopchovsky*

Annie, although she had only ridden a bike for the first time a few days before, left her husband and three young children and set off from the Massachusetts State House in Boston on a Columbia bicycle on 25 June 1894 in front of 500 people to conquer the world.

The trip was said to have been set in motion by a wager by two men that no woman could cycle around the world in 15 months and earn \$5,000 en route.

The name she was known as came about due to the placard she carried advertising Londonderry Spring Water. With the onset of winter she was tempted to return back due to the impossibility of crossing the mountains to San Francisco. She then came across the Sterling Cycle Works who agreed to sponsor her trip and gave her a much lighter Sterling Model E Light Roadster. She also changed from a dress to bloomers and eventually to a men's riding suit.

Fortunately the wager did not specify a minimum cycling distance. She cycled to New York, took a boat to France (Le Havre) then rode to Marseille catching a further boat to Japan and making day trips on her bike at all the ports visited. The final boat trip was from Japan back to San Francisco. She then cycled through New Mexico, Texas, Colorado, and arrived in Chicago on 12 September 1895 to collect her \$10,000 prize before returning home in Boston on 24 September 1895.



*Route travelled around the world*

Annie Londonderry has been described as a brilliant saleswoman and an exceptional storyteller, raising all of the money and attracting the media attention necessary for her trip to be a success.

During her travels, she gave lectures about her adventures, often exaggerating her exploits which enthralled the media and boosted her popularity. In France she described herself as an orphan, wealthy heiress, a Harvard medical student, the inventor of a new method of stenography, and the niece of a US senator. In the United States, she told stories about hunting tigers in India with German royalty and getting sent to a Japanese prison with a bullet wound.

After the trip, she accepted an offer to write about her adventures and moved her family to New York City to continue her journalism career.

# Around the World by Unicycle

Friday 27 July 2018 saw a British cyclist complete the first round-the-world trip by unicycle after having started three years and 135 days before as a 19 year old.

The cyclist, Ed Pratt, from Curry Rivel near Yeovil in Somerset has always had a love for a one wheeled cycle. In the trip he travelled nearly 18,000 miles which took him through Europe, the Middle East, the frozen mountains of central Asia, tropical Vietnam, Malaysia, Australia, New Zealand, the US and back to the UK.

As he set out on the last 500 miles of his journey from Edinburgh to Yeovil he was joined by record-breaking Scot cyclist Mark Beaumont on his Penny Farthing.

Last year Beaumont broke the British record for the distance ridden on a Penny Farthing in one hour - but was 290 yards short of the world record.

During the trip Ed Pratt expected to raise around £7,500 for the Somerset based School in a Bag charity but due to a large donation from a kindred spirit Texan more than £300,000 was raised.

The School in a Bag charity provides aid in the form of school bags, to poor, orphaned, vulnerable and disaster affected children across the world. Every school bag is filled with stationery equipment and resources that will enable a child to write, draw, colour, calculate, express themselves and above all learn.

*The unicycle used was a 36er, that is, it had a 36 inch wheel, and is the largest available with a pneumatic tyre and is the best for distance riding.*

A set of 100 videos taken before and during the trip can be down loaded from:

<https://www.youtube.com/watch?v=XD5h8Kktwbl&list=PLxUkOheQ2ZaicabelzrNUUkH7h8Vlkbxy>

## Carlton Reid Award

Carlton Reid, author of 'Roads were not built for cars' and 'Bike Boom' which references CCNB's 'History of Cycling in Bedford' as well as researcher into Britain's forgotten 1930s protected cycleways, was awarded Transport Journalist of the Year 2018 at last year's annual British Journalism Awards for Special Media.



*Ed Pratt and his 36er unicycle*



# BoRo Beach Bike

In Newsletter No 76 of October 2016 we wrote an article on the latest transport system to hit London - the 'Pedibus'.

Last summer saw a variant of it in the town of Ryde on the Isle of Wight called the 'BoRo Beach Bike' modelled on an English beach hut.



The bike catered for ten pedallers plus five seats for non-pedallers (and two children next to the driver) and operated a hopper service during the summer from Ryde Pier Head along the coast to Puckpool Park.

In addition the bike was available for corporate and business bookings with an on board video screen and speakers which could connect to any laptop for presentations or boardroom meetings.

It can also be hired for groups of friends, weddings, stag or hen parties, birthday parties, etc.

Other sessions included, ride and dine, pizza party, sunrise ride, sunset ride, afternoon tea ride, litter picking ride and fitness ride.

Details may be seen on the website:

[www.borobeachbike.co.uk](http://www.borobeachbike.co.uk)

CCNB wished the operator success in his new enterprise.

# The ReUse Centre

The ReUse Centre is both a registered charity and a social enterprise with three founding goals;

- Alleviating Poverty
- Supporting Communities
- Protecting Environment

It has been headquartered in Gadsby Street in Bedford since 1998 where it has a furniture/large item showroom.

The charity also has a shop in Church Arcade selling a whole range of different things.

During March it has teamed up with Sustrans on Wednesday's market day by having a stand in the Harpur Square to show off their range of donated cycles. Each cycle is checked over and if necessary repaired by residents of the charity Emmaus in Carlton.

*The stand in Harpur Square on Wednesday 20 March 2019*



*A small wheeled tandem donated by one of CCNB's members who has had to give up cycling due to health reasons*

# CCNB Annual General Meeting

This will take place on Friday 10 May 2019 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)