

**The Voice
of
Cycling Campaign
for
North
Bedfordshire**

Issue 91
October 2021



*Cycle
Bedford*



*Cycling
can help
save
the planet*
and your health

**CCNB poster from 10 years ago
even more relevant today**

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

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@cyclebedford



cycle_bedford

Campaigning Representation

CCNB is represented on the following committees:

Bedford Cycle Strategy Group (disbanded July 2018)

Bedford Stations Travel Plan Steering Group

Bedford Hospital Bicycle Users Group

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

Bedford Green Wheel

Local Transport Plan (LTP3)

It is affiliated to



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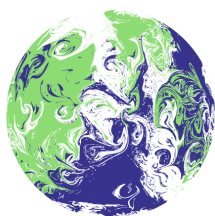
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Editorial

The 2020 Olympics and Paralympics finally took place in Japan during August and the cycling results should be an encouragement for potential cyclists to take the plunge (page 6).

Although the first two to three months of the Covid-19 lockdown in March to May 2020 saw a significant increase in mainly leisure cycling in the UK following an equally significant fall in vehicles on the road the situation has slowly reverted to the levels seen before.

Disappointingly the recently released Department for Transport cycle statistics for Bedford Borough covering November 2019 to November 2020 still show the drop in cycle usage seen in the previous two years following the peaks of 2016 and 2017 (page 25).



**UN CLIMATE
CHANGE
CONFERENCE
UK 2021**

IN PARTNERSHIP WITH ITALY

With global warming still increasing and the greatest threat of our time if we are not able to prevent it running out of control it is opportune that this November the UK hosts the delayed COP26, the 26th UN Climate Change Conference. This will bring parties together from all over the world to accelerate action towards the goals of

the 2016 Paris Agreement and the UN Framework Convention on Climate Change (see page 8).

It is already 12 years ago that Zero Carbon Castle, Transition and CCNB had a mass cycle ride around the town ending up with a petition being presented to our then MP, Patrick Hall, in respect of the 2009 COP15 in Copenhagen which established the Copenhagen Accord to limit temperature rise to no more than 2°C (page 11).

The top greenhouse gas responsible for climate change is carbon dioxide. The latest government figures (2019) for Bedford Borough show petrol fueled transport to be the major emitter at 41%. The levels although past the 2017 peak and slightly lower than for 2018 they are still 2% higher than in 2005 (page 27).

***Transport is the
major emitter of
carbon dioxide
at 41%***

Air pollution in Bedford as measured by the level of nitrogen dioxide from counters in the town's Air Quality Management Areas (AQMAs) although decreasing will still be above the World Health Organisation's new recommended guidelines (page 26). The gas emitted by diesel powered vehicles and also molecular particulates from tyres, brakes and road surfaces is known to effect the health of everybody.

Cycling will not solve the climate crisis but will help

It is for the last two reasons that wherever possible sustainable transport should be encouraged for all journeys and for short journeys, walking or cycling.

As shown on the cover of this newsletter cycling can help save the planet

The change to e-vehicles using lithium based batteries is not sustainable and at the present time is not the complete answer (page 32).

To encourage more cycling in Bedford the limited budgets and grants available for improving the town's cycling infrastructure must be used to greater effect than CCNB believes they have been used over the last three years.

The latest situation is given for the High Street (page 14), Ampthill Road (page 20), Goldington Road (page 21), Sir Thomas More School Quiet Street (page 12), Great Denham to Kempston cycle route (page 18) and Harpur Square Cycle Shelter (page 16).

The government has issued a number of documents on sustainable travel over the last few months from **Decarbonising Transport: A Better, Greener Britain** (page 28) to **Gear Change: One Year On** (29), **A moment of change** (31) and very shortly an updated version of **The Highway Code** (30).

With failure of the Covid-19 pandemic not bringing long term benefits for cycling in Bedford there is another chance with the recent petrol/diesel pumps running dry and the price now increasing by the day .



Tokyo Olympics 2020

The 2020 Olympics cancelled in 2020 due to the Covid-19 coronavirus pandemic was finally successfully held in Tokyo in August 2021.

CCNB congratulates the GB Cycling Team on their successes.

Jason Kenny gave his best and became Britain's most decorated Olympian with his wife Laura, Britain's most decorated female.

On winning gold in one of the last events, the keirin, it brought Jason's total gold wins in recent Olympics to seven and with two silver medals a total of nine.

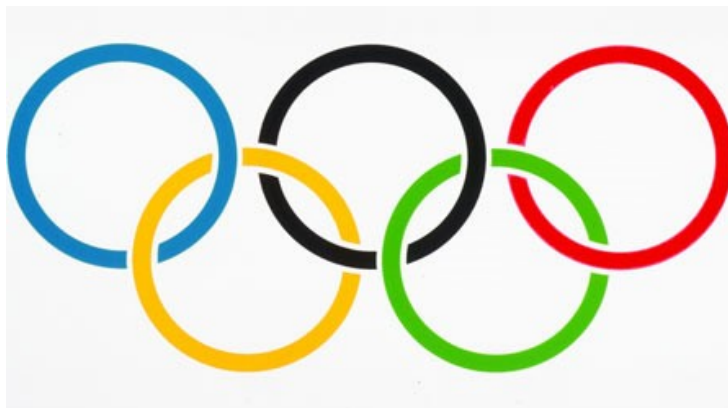
This result has beaten Chris Hoy's London 2012 record of six gold and one silver and Bradley Wiggins' Rio 2016 five gold, one silver and two bronze.

Laura has obtained five gold and one silver, with her hopes dashed on winning a further one in the omnium after being a victim in one of the worst pile-ups in international track racing in recent years with her flying headlong into the boards.

In the Paralympics which followed the Olympics two weeks later cyclist Dame Sarah Storey with 17 gold, eight silver and three bronze medals to her name became Britain's most successful Paralympic athlete in sporting history. This is five more gold medals than Jason and Kerry Kenny.

Former Bedford School student, Ethan Vernon, took part in the Olympics in the team pursuit quartet. They clocked the fastest ever time by a Great Britain squad to qualify but gained only seventh in the final for the medals.

Nevertheless the young team had gathered valuable experience and with a few more years experience should be in a more favourable position for the next Olympics in Paris in 2024.



Local Plan 2040 Consultation

Bedford Borough Council are preparing Local Plan 2040 and in late June asked for the views of residents in a consultation which closed on 3 September 2021. Land has to be allocated to provide an additional 12,500 new dwellings above the Local Plan 2030 allocation to meet the Government's request for 25,500 dwellings to be built by 2040.

To take account of comments made in earlier consultations four themes have been put forward: Greener - More accessible - More prosperous - Better places. The second theme - More accessible states:

Encouraging sustainable travel as well as taking the opportunities offered by strategic infrastructure for greater regional and national connectivity

The first of three objectives under this theme states:

Reduce congestion in the borough, particularly into and around the town centre, including making journeys by public transport, walking and cycling more attractive to encourage an increase in more sustainable and healthy modes of transport.

This is supported by Sport England's request to local authorities to respect active design. See the two short YouTube videos available from:

[*Active Design | Sport England*](#)

CCNB in its response said in summary that:

by 2040 the world will be at the point of no return for climate change. As such the new Local Plan must focus on policies which will not increase pollution responsible for greenhouse gases but continue to mitigate the effect as quickly as possible. It is therefore extremely important that emphasis is maintained on reducing this level through policies which encourage more sustainable modes to the car such as public transport, cycling and walking.

Oxford to Cambridge Arc Consultation

The government has recently conducted a consultation to inform the approach to be taken for the future of the Oxford-Cambridge Arc. The Arc has been identified by the government as a key economic priority and the views obtained will help guide the future growth of the area to 2050 which is expected to include one million new homes.

At the present time connectivity is said to be very poor. To make it better it has to be made environmentally sustainable and easier for walking and cycling and public transport to become the first choice for everyone in the Arc, particularly in towns and cities, to support the shift away from cars. All new developments must be better designed and include in easy reach all the services required by communities.

COP26

Global warming is the greatest existential challenge of our age, requiring massive sequential change to mitigate and adapt to it. Time is fast running out to do that.

This November the UK hosts the 26th UN Climate Change Conference in Glasgow.



The climate talks will bring together heads of state, climate experts and campaigners to agree coordinated action to tackle climate change.

As COP26 Presidency, the UK is committed to working with all countries and joining forces with civil society, companies and people on the frontline of climate change to inspire action ahead of COP26.

The COP26 summit will bring parties together to accelerate action towards the goals of the Paris Agreement and the UN Framework Convention on Climate Change.

The UK is committed to working with all countries and joining forces with civil society, companies and people on the frontline of climate change to inspire climate action ahead of COP26.

As CCNB has said many times actions to reduce climate change can not be just left to global conferences like this for actions or indeed governments or local authorities, it is also up to everybody to do their bit no matter how small.

Transport is one of the highest contributors of the greenhouse gas carbon dioxide that causes climate change. Therefore there has to be much more effort to consider whether or not a journey is necessary and for all trips to use sustainable modes - cycle, walk or public transport.

The change to electric vehicles is not the complete answer (page 32).

Actions NOT Words



*Politicians/Transport Planners still debating actions to take to reduce climate change while its effects are already felt all around them
(Image - Archiobjects.org)*

Climate change has continued to effect many countries over the summer with deadly heatwaves and wildfires as well as floods and droughts and as a result people have lost their lives in Europe and around the world.

The crisis is very much upon us.

CCNB once again makes the statement

**The Greatest
Threat to our Planet
is**

**‘The Belief
that someone else will save it’**

Everyone MUST do their bit NOW no matter how small

By 2030 it may be too late

Biking Vikings

Abridged article from Newsletter No 56 February 2010

On Saturday 5 December 2009 Bedford cyclists and a gorilla gathered along the river to draw attention to the COP15 climate change talks due to take place over the following two weeks in Copenhagen.

Representatives from Zero Carbon Castle (ZCC), Transition Bedford and CCNB cycled through town to raise awareness of the climate talks and to collect signatures for a petition. The petition asked the government to take every possible action at Copenhagen and beyond to secure a deal to reduce the effects of anthropogenic climate change.

Lucy Bywater of ZCC and CCNB said *'the World Health Organisation estimates that 150,000 people die each year as a result of climate change so this is an issue we can't afford to ignore. We decided to dress with a Viking theme to link the event to Copenhagen, but also to ensure we wouldn't be missed by Christmas shoppers.'*

We were delighted with the turn out which shows how seriously Bedford residents take climate change. Between us we managed to collect many pages worth of signatures which we presented to Patrick Hall MP asking the government to press hard for a deal at Copenhagen, in the interests of people locally and throughout the world.'



Copenhagen Accord



After all the build-up and hard work that went into the COP15 Climate Change Conference hosted by Copenhagen in Denmark it was a great disappointment that the summit resulted in an agreement falling far short of what Britain and many poor countries were seeking and leaving many months of tough negotiations to come.

The deal - the Copenhagen Accord - 'recognised' the scientific case for keeping temperature rises to no more than 2°C but did not contain commitments to emissions reductions to achieve that goal.

Following Denmark there have been COP conferences in Mexico, South Africa, Qatar, Poland, Peru and then COP21 in Paris France in 2015.

COP21 resulted in the historic Paris Agreement which would help limit the increase in temperatures to 2 degrees overall and 1.5 degrees by the end of the century, with a clause introduced to review these commitments. France decided to take things even further by committing to revising its commitments by 2020 at the latest and offered those countries that wish to follow its example the opportunity to form a coalition.

COP26 in Glasgow in 2021 will agree a coordinated action plan to tackle climate change (page 8).

School Street Initiative 2

Following on from the Cauldwell School Street Initiative trial when Edward Road was closed to traffic during the morning and afternoon school peaks in the Summer term a further one has started this September at Sir Thomas More Catholic Teaching School in which access to the school entrance and Kennet Rise is closed from 8.30-9.30 in the morning and 3.00-4.00 in the afternoon.



Barrier put across junction with Tyne Crescent, a 20mph speed limit road near a bend. School entrance is straight on and Kennet Rise, a small close is on the far right.

In the experimental order authorising the closure it states that the reason is:

'Prohibiting motorized vehicles from proceeding along this road during school drop-off and pick-up times is intended to create a safer environment for pupils and parent/carers at these busy times, reduce congestion, help reduce the amount of pollution that school children are exposed to outside school, and encourage less reliance on the car for the school run.'

The school has always had a reasonable number of pupils walking and cycling and with many pupils not living in Bedford it is difficult to see how car use could be reduced without returning to the number of special school buses used in the past.

Below is a table of travel surveys carried out at the school through a number of travel plans..

Year	Cycle	Walk	Bus (Pub/ Priv)	Car Share	Taxi	Other	Sustain- ability	Sustain- ability
	%	%	%	%	%	%	% w+c	% w+c+b
2004	2.0	25.1	50.9	20.0	1.1	0	0.9	78.0
2005	2.0	23.1	53.1	21.1	1.1	0	25.1	78.2
2006	3.8	16.7	56.1	22.9	0	0.6	20.5	76.6
2007	3.6	15.3	53.3	27.8	0.8	1.1	18.9	72.2
2008	6.1	20.5	44.8	23.1	4.6	0.7	26.6	71.4
2009								
2010	4.3	20.3	48.7	24.3	1.3	0.7	24.6	73.3
2011								
2012								
2013								
2014								
2015								
2016	10.0	30.0	25.0	23.0	4.0	0.0	9.0	65.0
2017								
2018	9.7	35.5	16.9	25.1	6.4	0.0	6.3	62.1
2019								
2020								
2021						Approx.	37.0	

Walking and cycling sustainability at the school has significantly increased over the years while overall sustainability (including public and private buses) has dropped due to the loss of two private bus services 6-7 years ago.

The current level of cycling at approximately 10% is similar to that obtained at other secondary schools in the urban area.

Although the temporary barrier during the morning and afternoon prevents parents parking in the adjacent Kennet Rise CCNB believes it will only result in a minor safety improvement.

Most of the safety concerns are due to the lack of a safe cycle track from the school and the speed and level of traffic along Tyne Crescent (although a 20mph road) and the proximity of a speed hump. As a result there is a tendency for many cyclists to illegally cycle on the narrow pavements to the annoyance of nearby residents.

High Street

The first section of the High Street from St Peter's Street to Mill Street which had been closed since February to make permanent the single carriageway and widened pavements as part of the Borough's Transporting Bedford 2020 improvement project was completed and the road re-opened at the end of July 2021.



Photo taken just before opening

The second section between Mill Street and St Paul's Square has now started and is expected to be finished by November 2021.

Initial impressions do not bode very well with already a continuous steady stream of cars, white vans and the occasional heavy goods vehicle between each signal cycle at the St Peters Junction even though at the present time traffic has to turn into Mill Street.

The section contains three long parking bays on the east side and one on the west side for vehicle unloading and loading with some short term parking. From time to time as many as eight to ten vehicles, mainly cars and vans, can be seen parked in the bays and the occasional one on the pavement itself.

This does not give the impression for the future of less traffic, less air and noise pollution to give a more vibrant street with an extensive café culture.

Cycle Stands

A row of four 'Sheffield' type stands have been installed near its junction with Mill Street.



This brings a total of 14 cycle stands for **28 cycles** in the area; with the four existing ones in front of JD sports and six on the side.

Prior to the improvements! there was a total of 50 cycle parking spaces, an **unacceptable loss of 28 spaces** for a cycling town trying to encourage more cyclists to visit the town.

Cycle Network Map

Just north of the above stands, a column has been erected with a map of the town centre as seen in other parts of the central area but for this one the map shows the number of each cycle route starting from the town centre for the recently signed Bedford Cycle Network.

However nowhere does it indicate that the numbers are of cycling routes and the map will be lost on the majority of residents (and visitors) even those who are already cyclists. Why are two routes shown on the top?



Harpur Square Secure Cycle Shelter

The Harpur Square secure cycle stand shelter opened on 8 June was officially opened by The Mayor, Dave Hodgson, on 25 August.

The shelter features an app-based locking system that can be managed by a smartphone or tablet. It uses secure encrypted Bluetooth and 'Near Field Communications' (NFC) to communicate between your phone and shelter, without needing internet access.

By the launch date over 250 people had signed up and the shelter had been used over 300 times, an average of 4 times per day. This compares with a normal use prior to the new shelter of 10-19 bicycles being present at any time during a typical day.

Some teething problems have been experienced by a few users including a CCNB member who was not being able to easily access the shelter but then once inside had difficulty to retrieve his bike. The problem has now been sorted out.

To access the shelter, download the 'Okey Access' app and email Sustainable.Transport@bedford.gov.uk with your full name, address and phone number. Details will then be sent on how to access the unit.



Seven bicycles safely secured - Sunday 03 October at 12.00

New Cycle Network Display Board



A new cycle network display board has been erected next to the Bunyan Statue adjacent to St Peter's Green. The top shows six routes which start from this junction but again (see page 15) nowhere does it indicate that they are cycle routes.

Great Denham/Kempston Cycle Route

The path between Great Denham and Kempston has not been available to any user since the beginning of the year due to the defective bridge adjacent to Kempston Mill. It is hoped to have it repaired and open again by the end of the year.

The route has been used by cyclists for many years but unfortunately only by fit ones. Nevertheless in 2009 it was designated as a section of the Bedford Green Wheel.

[This section of the Green Wheel was replaced in 2017 by one using the off-road cycle track across the river on the Western Bypass bridge].

The obstacle is Kempston Bridge. The bridge has steep steps which are difficult or impossible to use by many people including pushchair and wheelchair and mobility scooters users. For cyclists wheel ramps were put in on the side of the steps a few years ago but are not very easy to use.

In the 2013 Bedford Development Framework Plan and also in the Rights of Way Improvement Plan 2012-2017 it stated that when funds allowed the bridge would be replaced by one which would be accessible by all types of users. However in 2017 due to the poor state of the bridge it had to be urgently replaced but in spite of CCNB concerns it was replaced only by a like-for-like one and the promise made that subject to Environmental Agency (EA) approval ramps would be fitted during 2018. We are still waiting.

In the meantime another bridge at the east end of Great Denham across the river to Honeyhill Road, a condition of the development was cancelled in 2018 due to EA concerns of flooding. It has been suggested by CCNB that the money saved could be put to improving the other bridge.



The new metal bridge but still with steep wooden steps.

Eight years ago there was a second obstacle when two narrow kissing gates were installed at the Kempston Mill end. Fortunately CCNB was able to get these amended eventually to allow more easy access for all users.

As stated at the beginning the Kempston Mill bridge has now had to be closed although it will be repaired later in the year.



In the longer term, the Council hopes to replace the bridge with a new slightly higher one which will allow boats to proceed along this stretch of the River Great Ouse as the next part of the Bedford & Milton Keynes Waterway Trust to realise their project to build a canal to join Bedford with the Grand Union Canal at Milton Keynes.

The Council has put in a bid for £14.9m from the Government's 'Levelling Up Fund' which will be invested in regeneration and transport infrastructure to improve the economic vitality of Kempston including the new bridge and the creation of new walks and cycleways. The Waterway Trust has pledged up to £135,000 to support this bid.

Starting this month the Trust is constructing a landing stage next to the bridge to allow their John Bunyan pleasure boat to be able to extend its current route and turn around.

New Cycle Infrastructure Update

Ampthill Road

Work started on Ampthill Road in May 2021 to improve the flow of traffic as part of Transporting Bedford 2020.

To date the section between Morrison's and Elstow Road is nearing completion. In terms of cycle infrastructure the following has been done:

- The Toucan crossing near Sexton Road has been removed.
- A new Toucan crossing has been installed near Technology House which includes an island between the two carriageways.
- Various sections of the cycleway and footpath have been resurfaced between Morrison's and Elstow Road.

New Toucan crossing near completion outside Technology House with a resurfaced path. The gully in the middle does not make it easy for pedestrians and cyclists to pass other users



Sexton Road Toucan to be replaced by an uncontrolled crossing

Goldington Road

Work continues on creating a two way segregated cycle track/pedestrian path along Goldington Road between Perkins Road and Norse Way. Unfortunately contrary to CCNB's representations the segregated cycle track will not be up to the latest government recommended standards.

	<u>Installed</u>	<u>LTN 1/20</u>
Pedestrian path width (m)	1.8	2.0
Cycle track width (m)	2.0	3.5
Verge width (m)	0.5	1.0



Perkins Road end



Norse Road end

Latest Cycling Statistics

Bedford Railway Station Cycle Counts

CCNB cycle counts at Bedford railway station in September at 124 bikes parked are 24% higher than September 2020 (100) but still 72% lower than the average for September 2017-2019 (439).

Bedford Town Centre Cycle Counts

CCNB cycle counts in Bedford town centre in September at 108 bikes are 28% higher than September 2020 (83) but 6% lower than 2019 (113) and 40% lower than the average for September 2017-2018 (178).

Bike Thefts

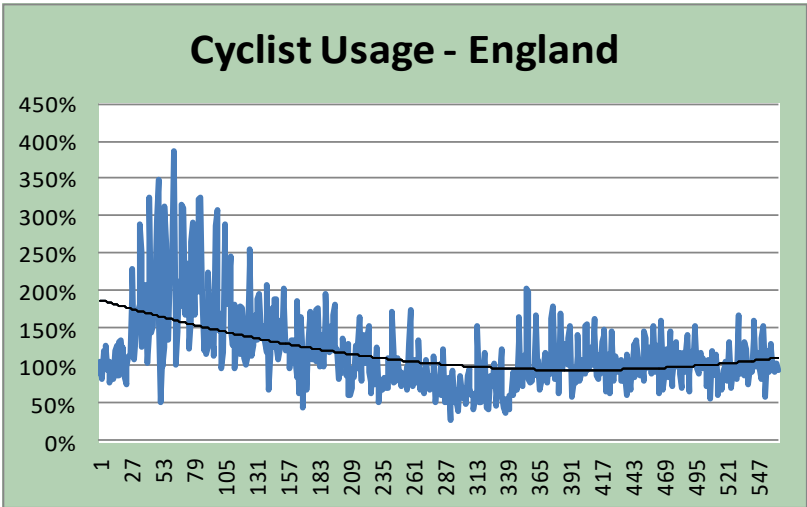
August saw the highest number of bike thefts in the town centre (17) since October 2019.

The highest number (6) was from the High Street followed by the Riverside Square (3).

National Transport Use During Covid-19 Pandemic

National transport use statistics from the start of the pandemic lockdown in March 2019 to the present time show that after the significant rise in cycle use over the first two-three months the level since March this year has reverted back to previous levels.

Car use which fell significantly during the initial lockdown has since this May reverted to previous levels.



Pedal Cycle Factsheet - Road Casualties - Great Britain

The Department for Transport at the end of September published its 2020 Pedal Cycle Factsheet of Report Road Casualties for Great Britain.

The factsheet gives an overview and key statistics on pedal cyclists involved in road collisions in Great Britain as reported by or to the police. It examines the main trends in collisions involving pedal cyclists and the casualties involved.

Nationally 2020 saw:

16,294 accidents to cyclists made up of

141 killed

4215 seriously injured

11938 slightly injured

Although the figures are high, per billion miles cycled, they are on average 50% lower than they were in 2004. Over the last five years

Key findings of the report were that:

Between 2004 and 2020:

- fatalities increased from 134 to 141 (5%)
- serious injuries (adjusted) rose by 26%
- pedal cycle traffic grew by 96%

Over the period 2015 to 2020:

- an average of 2 pedal cyclists died and 83 were seriously injured (adjusted) per week in reported road casualties
- a majority of pedal cycle fatalities (59%) occur at or within 20m of a junction compared to 32% of all seriously injured (adjusted) casualties
- almost half (46%) of pedal cycle fatalities in 2 vehicle accidents involved a car
- 56% of pedal cycle fatalities occurred on rural roads compared to 29% of traffic
- 83% of pedal cycle killed or seriously injured (KSI) casualties were male

The most common contributory factor allocated to pedal cyclists in fatal or serious accidents (FSA) with another vehicle was 'Driver or rider failed to look properly'. It was also the most common factor allocated to the other vehicles involved.

The full results can be seen on:

Reported road casualties in Great Britain: pedal cycle factsheet, 2020 - GOV.UK (www.gov.uk)

National/Bedford Borough Cycling Statistics

The government's 2020 walking and cycling statistics were published on 22 September by the DfT.

The full report can be down loaded from:

[Walking and cycling statistics, England: 2020 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020)

and results for cycling by local authority:

[cw0302.ods \(live.com\)](https://www.bedford.gov.uk/cycling/cycling-statistics/cw0302.ods)

The statistics are obtained from two main sources; the annual National Travel Survey (NTS) and Active Lives Survey (ALS).

NTS definitions are used for trip and stage:

- a **cycling trip** in the NTS is a trip where cycling is the main mode of transport in terms of distance
- a **cycling stage** is where someone cycles as part of an overall trip distance figures include cycling stages made as part of any trip.

In summary the results for 2020 show that UK cycling levels increased to the highest levels seen since the start of the series, with increases seen in trips, stages and miles cycled.

- average cycling stages increased by 23% between 2019 (17 stages per person) and 2020 (21 stages per person) to the highest levels since 2002
- average cycling trips increased by 26%, from 16 trips per person in 2019 to 20 in 2020
- average miles cycled per person increased by 62% between 2019 (54 miles per person) and 2020 (88 miles per person).

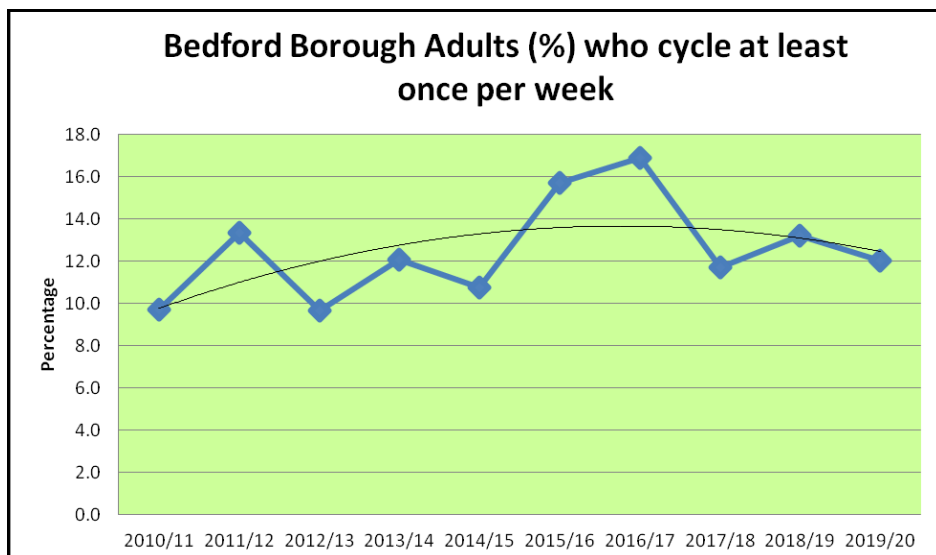
In 2020, people cycled a total of 1.2 billion stages. The average person:

- made 20 cycling trips and 21 cycling stages
- cycled 88 miles
- spent about 12 minutes a week travelling by cycle
- made 3% of all their trips by cycling
- covered 2% of all their distance by cycling

Half of adults would be encouraged to cycle more with safer roads and off-road and segregated cycle paths according to the latest National Travel Attitudes Survey. The most commonly selected reasons were related to safety and infrastructure including:

- off-road and segregated cycle paths (55%)
- safer roads (53%)
- well-maintained road surfaces for cycling (49%)

The percentage of adults in Bedford Borough who have cycled at least once per week is shown in the following figure.



The results imply that cycling in the Borough has passed its peak with values similar to the previous two years and those between 2010 and 2014.

Similar results have been seen in CCNB's town centre counts. One explanation is the introduction of the Public Spaces Protection Order (PSPO) in May 2026 banning cyclists from riding in the pedestrianised area of the town centre with the lack of an alternative safe north/south route.

A table of cycling levels in Bedford versus England are shown below:

Cycle - (Bedford/England %)	Any purpose	For leisure	For utility
At least once per month	16.7/16.1	11.8/13.4	8.1/6.7
At least once per week	12.0/11.6	6.5/ 8.5	7.1/5.1
At least 3 times per week	6.4/ 5.3	1.5/ 2.8	4.4/2.3
At least 5 times per week	4.5/3.0	0.6/ 1.3	3.1/1.4

The results confirm that Bedford Borough is still above the national average and that regular cyclists still use a bicycle for utility purposes, work, school/college and shopping, as opposed to simply leisure.

Bedford is still in the top quartile of cycling towns and cities with the top five outside London being Cambridge (44.8% cycling at least once per week), Oxford (35.9%), York (21.2%), Guildford (18.0%) and Bristol 18.0%).

Air Pollution - Nitrogen Dioxide

With the opening of the High Street between St Peter’s Street and Mill Street to all traffic pollution levels have started to rise.

During September 4% of the nitrogen dioxide emitted by diesel vehicles recorded by the automatic counter at the St Loyes passageway were above the UK/EU limit of 40µg/m³ with a maximum of 105µg/m³.

At the automatic counter in Prebend Street the values recorded their highest over the last three years with 24% above the limit and a maximum of 133µg/m³.

The World Health Organisation (WHO) now believes that the current values recommended in 2005 and used by a number of countries are too high and has just published new air quality guidelines to help improve the health of the world’s population (see below).

For nitrogen dioxide the recommended target has been reduced from 40 to 25µg/m³. Based on the 58 air quality counters in Bedford this new target is only approached by 16% with none significantly below.



CLEAN AIR FOR HEALTH

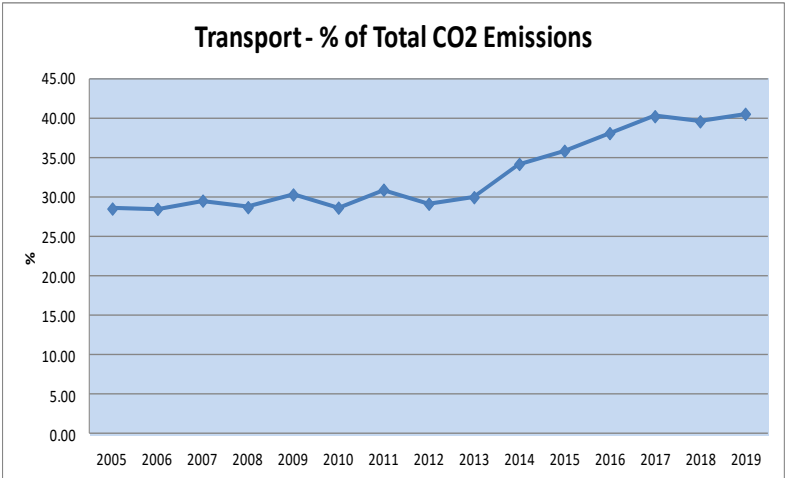
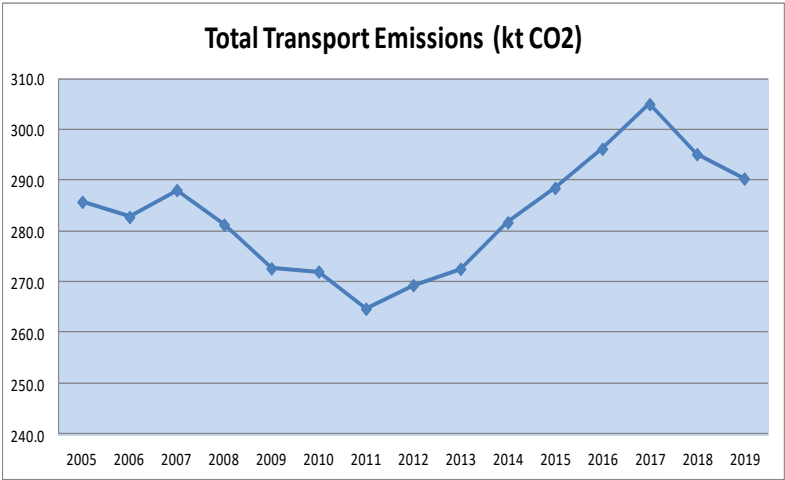
#AirPollution



Air Pollution - Carbon Dioxide

Carbon dioxide is the major greenhouse gas which effects the climate. Government figures for the levels emitted in Bedford Borough in 2019 were published in late June. Total emissions continue to drop with a 34% decrease since 2005.

Transport however continues to be the prominent emitter with 41% of the total followed by domestic at 33%. In 2005 it was only 29% for transport. After the rise seen between 2012 and 2017 the figure for 2019 has continued the drop seen in 2018 but is still 2% higher than 14 years ago in 2005.

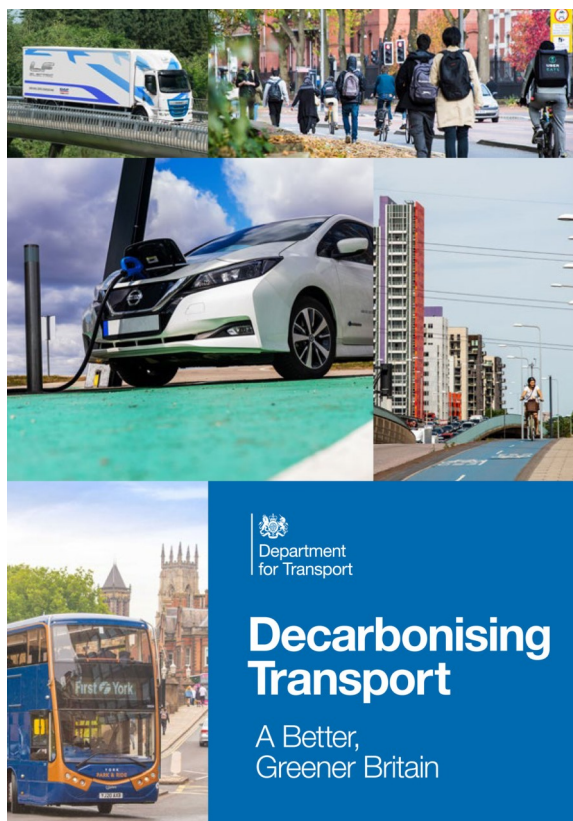


Decarbonising Transport Latest Report

The Department for Transport on 29 July 2021 published its latest report on **Decarbonising Transport: A Better, Greener Britain**.

The plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

In the summary it stated that the government will deliver the Prime Minister's bold vision for cycling and walking by investing £2 million over five years with the aim that half of all journeys in towns and cities will be cycled or walked by 2030 and a world class cycling and walking network delivered by 2040.



The full report can be downloaded from:

Decarbonising Transport – A Better, Greener Britain
(publishing.service.gov.uk)

The section on Cycling and Walking (from page 52) discusses the government's aims.

Gear Change: One Year On

The Department for Transport on 30 July 2021 published its update report **Gear Change: One Year On**.

The report reviews the walking and cycling plan for Great Britain - Gear Change - one year after its publication in July 2020.



The report summaries:

- what has been achieved
- sets out evidence from a number of case studies
- explains the benefits of the investment

In his forward to the document the prime minister, Boris Johnson, enthuses on how cycling has increased by 46% in one year, more than had happened over the previous 20 years despite an increase of traffic in urban areas by a quarter over the last decade with a further quarter increase expected by 2050.

To enable this to be achieved the government had increased spending on active traffic by one third for investment in low traffic

neighbourhoods (LTNs) and protected cycle lanes.

Even with intense opposition to LTNs when they were started some six years ago local councils which stuck it out have now seen busier local shops and cafes, improved air quality. Opposition has vanished as well as some of the traffic.

The full document can be downloaded from:

[*Gear Change: One Year On \(publishing.service.gov.uk\)*](https://publishing.service.gov.uk)

CCNB does not believe there has been such an increase in cycling in Bedford since the peak in April 2020.

It is also concerned the Borough Council is not taking adequate measures to ensure active travel revolutionises the town centre in order to make it a more exciting and vibrant place to visit. Recent grants could have been better used to design higher quality schemes.

Highway Code Update

The long awaited update to the Highway Code was published in mid September by the Department for Transport (DfT).

The changes give more focus on reducing the danger on the roads for people walking and cycling to encourage more to change to these modes.

They follow a consultation in summer 2020 which resulted in nearly 17,000 responses the suggestion put forward to the government by Cycling UK.

A total of 33 existing rules have been amended and two new ones introduced together with amendments made to the additional information within the Code and its annexes. These will include:

- The introduction of the 'Hierarchy of Road Users' or 'Hierarchy of Responsibility'

- Simplification of the rules relating to non-signalised junctions, which will make junctions safer and address 'left-hook' collisions

- New rules to tackle dangerous overtaking and 'close passes', with a guideline minimum safe passing distance

- The inclusion of the Dutch Reach, to help prevent 'car-dooring'.

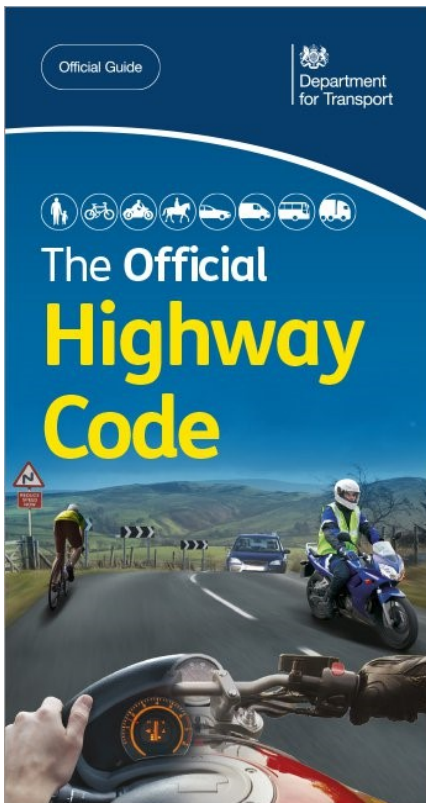
- Transport Secretary Grant Shapps said the new rules will make active travel "easier and safer for everyone".

- The rules covering cyclists are numbers 59 to 82 and include an overview, road junctions, roundabouts and crossing the road.

- Annex1 gives further information and rules about you and your bicycle.

The individual rules can be seen at:

[The Highway Code - Guidance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/the-highway-code-guidance)



Moment of Change

Last July local authorities were issued with government guidance to support them in making it easier for people to walk and cycle to work.

The 60 page guidance compiled for the Department of Transport (DfT) by Sustrans highlights ways in which councils can bring about a more active commute for people returning to workplaces as Covid-19 restrictions were lifted by providing practical steps to harness the increase in cycling and walking seen during the pandemic.

The government at the same time introduced for 2021/22 a £30 million revenue Capital Fund for local authorities to help them plan for good quality active travel infrastructure and to also support behaviour change programmes.



The document can be download at:

<https://www.activetravel.org.uk/moment-of-change>

The launch came at the same time as the Centre for Ageing Better and Sustrans released a new report:

<https://www.geing-better.org.uk/sites/default/files/2021-08/active-travel-mid-life.pdf>

This found that a lack of designated cycle and footpaths, personal safety concerns and declining health were key barriers to people in their 50s and 60s walking or cycling as a means of travel. It concluded that people in mid and later life are less likely to walk and cycle than younger age groups.

The report calls on local authorities to further capitalise on the shift towards active travel generated by the pandemic and make changes to their areas that make it easier for people to walk and cycle.

Rechargeable Batteries for E Modes of Transport

Sales of e-bikes have continued to rise over the last eighteen months not only in the UK but also Europe and the US.

In parallel there has been a slower progressive increase in the sale of e-vehicles.

Is a lithium ion battery the best power source to use?

Although they are becoming smaller and their range expanding they have their own sustainability problems. Unless this is improved an environmental disaster is likely to emerge shortly.

The batteries currently use, lithium and cobalt, nickel and graphite.

Lithium is not particularly scarce. The majority comes from Argentina, Australia, Chile and China but there are environmental conditions involved in its extraction. A more sustainable source emerging is from Cornwall's old china clay mines. A similar source is in Germany.

The real problem material is cobalt.

Cobalt reserves are predominantly in the Democratic Republic of Congo (DRC). Here the mining operations are brutal and widely condemned for human rights abuses, with many of the workers small children.

Nickel is used in the cathode as lithium nickel manganese cobalt oxide to increase its high energy density. It is the fifth most abundant material in the world but most of it resides deep in the earth's core. Ores containing nickel near the surface are found in Russia, Canada, New Caledonia and Australia

Another problem of lithium based batteries is their recycling. It is currently very difficult to achieve so most end up being disposed by burning.

Additionally in the immediate future there may not be sufficient green energy to charge them all.

Unless there are significant advances in battery technology what could be used instead?

The option is the use of hydrogen. Hydrogen technology is emission-free and is an excellent source of energy for transport.

Trials are already being carried out with hydrogen powered buses and trains. The latter is already being used commercially in Germany with the UK expected to follow in 2023.

There are also many prototype h-bikes and h-cargo bikes such as the Kholos hydrogen powered cargo tricycle (page 33) and the LAVO hydrogen bike (page 34).

Kholos Hydrogen Powered Cargo Tricycle

The Kholos e-cargo tricycle, developed by Cycleurope, Valeo and STORH was one of the eye catchers at the 'Made-in-France' exhibition in July at the Élysée Palace in Paris. It was presented as a combination of several innovations to offer a unique mobility solution for the green city of tomorrow.



The Kholos is a cargo tricycle that facilitates the transport of goods for last-mile deliveries using hydrogen to power a fuel cell in place of a conventional lithium ion battery.

The hydrogen is stored in a cartridge at extremely low pressures making it safe for the user. The cartridges are removable and more than 5,000 times refillable. They can be recharged at the office or at home with a home charger or by replacing empty cartridges for full ones. The lifetime of a cartridge is between 10 and 15 years.

The tricycle comes with a 48 Volt electric motor and an integrated adaptive seven-speed automatic gearbox. The motor multiplies the cyclist's effort by eight. This allows the cyclist to effortlessly climb a 14% slope, carrying 150 kilograms, while moving forwards or backwards.

Due to its pendular chassis, the bike is said to be very comfortable and ergonomic at low speeds while guaranteeing optimal safety at moderate and high speeds. Handling is not affected by the cargo, as it comes with oversized 2.3mm hydraulic disc brakes that guarantee longer life and improved braking performance with heavy loads.

LAVO Hydrogen Bike

The LAVO has been designed in in the Netherlands in-conjunction with the University of New South Wales in Sydney Australia as a compact modular transport concept using hydrogen as the power source.

Hydrogen technology is emission-free and makes it possible to carry three times as much energy per weight unit. A larger range, a higher speed or a larger load capacity are therefore easy to achieve compared to a state-of-the-art battery. The LAVO bike is designed as a toolkit for a new emission-free way of using energy for transport. As a result, the cargo bike can increasingly serve as an alternative to cars to transport cargo over a longer distance.



The LAVO bicycle is designed as a toolbox that can grow with you through different life stages and is adaptable for different applications for small business use, from city bike to cargo bike. The unique steering front hub ensures excellent performance, stiffness and driving comfort.

The LAVO system is said to be the first and only commercial-ready hydrogen energy storage system in the world designed for everyday use by residential homes and businesses. LAVO's technology has a storage capacity three times greater and a lifetime more than two times longer compared to market alternatives, offering a unique value proposition and strong competitive advantage. A patented metal hydride absorbs hydrogen in a metal alloy to enable safe, long-term storage within a secure vessel designed to be portable and versatile.

E-Scooter Latest

Despite the government's enthusiasm for one year trials of rental e-scooters in over 35 defined city and town areas, any other use of an e-scooter on roads or a public place remains illegal (see CCNB Newsletters No 84 - July 2019 and No 88 - October 2020).

Does the general public care about the law on e-scooter use?

E-scooters are generally legal throughout the world with only Poland and some Australian states also banning them on public roads.

Nevertheless they are readily available in cycle shops and other outlets with just Halfords currently selling some 37 different types including many for children.

The Department of Transport's default position is likely to be to aim to permit e-scooter use more widely. The trials are due to end in March 2022 but a decision on any new regulations is not expected to be taken before the Autumn next year.

In the meantime the number e-scooters on the roads and pavements within Bedford has progressively increased over the last year .

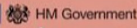




As a result Bedford Community Police mounted an operation in July to tackle the increase. By mid September they had stopped 66 users and confiscated half.

During September's vulnerable road users campaign, police officers have been working with Bedford Borough Council to continue their work around educating and enforcing against the illegal use of e-scooters.

Within the community, Beds Police have been working with primary and secondary schools in the borough to educate school children, as well as commuters around Bedford train centre.



Rental e- scooters

  <p>WASH YOUR HANDS</p>	 <p>COVER YOUR FACE</p>	  <p>KEEP YOUR DISTANCE</p>	<p>Although most restrictions have been relaxed Covid-19 is still with us</p> <p>For latest see: https://www.gov.uk/government/collections/coronavirus-covid-19-list-of-guidance </p>
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Local Cycle Rides Contact:

Cycling UK (CTC) - North Beds Section - (01234) 214958

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)