



Cycle Bedford

**'Once in a Lifetime'
cycle scheme
opportunities
must not be missed**

Issue 81
June 2018

The Voice of Cycling Campaign for North Bedfordshire



**Bromham Road Railway Bridge Rebuild
One such opportunity**

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

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
- 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 Officer - (01234) 276328
- Bikeability (Cycle Training) - (01234) 228336
- Highways Helpdesk - (01234) 718003/e-mail
highways.helpdesk@bedford.gov.uk

Contents

2	Committee
2	Campaigning Representation
2	Bedford Borough Council Contacts
3	Hierarchy of Road Users
4	Editorial
5	The Longholme Café and Cycle Hire
6	STOP PRESS - Departure of Cycling Officer
8	Bromham Road Railway Bridge Rebuild
9	Bromham Road New Junction
12	Northern Gateway Scheme
14	Gold Lane Cycle Path
15	Mile Road Cycle Improvements
16	Aldi's New Store
18	Off Eastcotts Road Cycle Track
19	Advanced Stop Lines
20	Great Ouse Way Proposed Cycle Bridge
20	Great Denham Cycle Bridge
20	Kempston Mill Bridge Cycle Ramps
21	CCNB AGM
22	20mph
22	Average speed Cameras
23	Near Miss/Close Pass
24	Cycle Safety Review
25	Revised National Planning Policy Framework
26	Dockless Hire Bikes
28	A Tale of Two Cities - Seville and Valencia
36	Diary
36	Local Cycle Rides - Contact
36	CCNB Vision and Objectives

Hierarchy of Road Users

The hierarchy of road users is extremely important when considering safety. This is a well established concept in transport planning which places the most vulnerable road users at the top:

Pedestrians (in particular people with disabilities)
Cyclists
Public transport
Motorised transport

The reason for this is to ensure that the needs of the most vulnerable are fully and actively considered in the development of transport schemes.

Editorial



Bedford is currently at the crossroads for the potential introduction of new sections of cycle infrastructure on a number of routes which, if built to the latest standards, will significantly enhance the safety of cyclists and encourage those residents who would like to cycle but are at present held back from doing so by the presence of fast and heavy traffic.

The schemes, 'once in a lifetime' opportunities, are the Bromham Road railway bridge rebuild by Network Rail (page 8), the junctions to be modified as part of Transporting Bedford 2020 by Bedford Borough Council - Northern Gateway (Manton Lane/Clapham Road/Shakespeare Road area) (page 10), the Bromham Road/Ashburnham Road mini-roundabouts and a number of others - and the A6/A421 interchange by Highways England.

In the meantime a number of small improvements have been made to Bedford's cycle network over the last few months - Gold Lane dual use path and signage (page 14) and Mile Road dual use path link and signage/markings (page 15).

CCNB is disappointed that after 12 years in the post Bedford Borough's Walking and Cycling Officer, Patrick Lingwood, is leaving for pastures new (page 6) at this, hopefully, exciting period for cycling.

We are pleased to see Ward Councillors and the Borough continue to put forward schemes to reduce the speed limit to 20mph in further residential areas (page 22).

In the meantime nationally the Government is carrying out a 'Cycle Safety Review' (page 24) in an attempt to make cycling and walking the natural choice for shorter journeys against the backdrop of a country concerned about obesity levels, air pollution and congestion.

A welcome update of the National Planning Policy Framework (page 33) is also being undertaken which will ensure that cycling and walking as well as public transport are considered in all areas of planning.



The Longholme Café and Cycle Hire

The Longholme Café opened a cycle hire facility on 26 March 2018 using currently 15 single gear adult bikes. The hire opening hours are 10:00 to 17:00 seven days a week until 28 October.



For details see:

<https://thelongholme.com/bike-hire>

CCNB has updated its original 2009 leaflet on cycle rides from the boating lake to give to hirers. As a result CCNB has been thanked as a supplier of cycle routes for the establishment. See the link:

<https://thelongholme.com/suppliers>

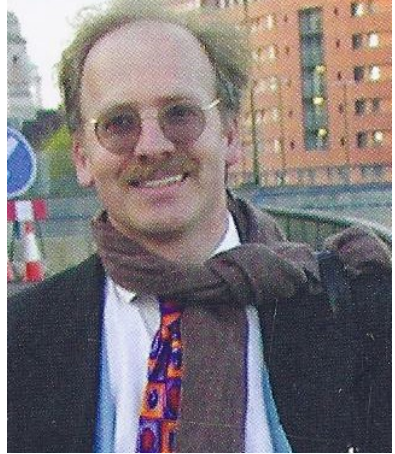


STOP PRESS - Departure of Cycling Officer

It was with sadness that we learnt a few weeks ago of the departure of the Borough's Walking and Cycling Officer, Patrick Lingwood, at the end of July 2018.

He is to join Oxfordshire County Council as their Active and Healthy Travel Officer with responsibility for producing Oxfordshire's LCWIP (Local Cycling and Walking Infrastructure Plan).

Patrick joined Bedfordshire County Council (BCC) in May 2006 replacing Catherine Ferris. Before then he had worked as a partner in a transport consultancy after having been a regional cycling co-ordinator for South East England in a three year central government funded programme called ERCDT (English Regions Cycling Development Team). During this time he was a major contributor to the rewrite of 'Cycle Friendly Infrastructure' for the Department for Transport (DfT). This was finally issued in October 2008 as 'Cycle Infrastructure Design - Local Transport Note 02/08'.



With the demise of BCC at the end of March 2009 Patrick was transferred to Bedford Borough Council but immediately won a secondment to work for the DfT for two years leaving cycling in Bedford in the capable hands of Nigel Hooks.

At the DfT his job was to liaise between the DfT and Cycling England (CE). His duties included managing the 18 national cycling city and towns, responding to ministerial inquiries about cycling, organising ministerial visits and generally winning arguments for cycling within the DfT.

Since his return to Bedford in 2011 one of Patrick's big success stories has been the remodelling of the Union Street roundabout to a continental turbo-style, the first in the UK, after receiving a grant from the DfT's 2012 Cycle Safety Fund. The new roundabout was completed in October 2014 and has proved its worth in halving the casualty rate and providing off-road cyclists with priority crossings at the cycling Zebras as well as safer on-road cycling.

There have been many other notable successes. He was involved in the design of the new Riverside Bedford bridge over the River Great Ouse, where Patrick helped negotiate a wider bridge and cycle friendly ramps at each end.

Perhaps his greatest political challenge was changing the traffic regulation orders in the pedestrianised town centre to permit cycling outside shopping hours. This required around 2 years of planning, including an analysis of 30 hours of video to show that there were no cases of near misses between cyclists and pedestrians.

As a strong advocate of providing everyone with the choice to cycle, he identified a comprehensive Bedford Cycle Network (BCN) of 27 radial routes and one orbital route, based on CCNB's initial cycle map of 2001. This network offers everyone in Bedford and Kempston a viable quick or quiet cycle route into the town centre, depending on their cycling choice and preferences. Last year he also managed to get agreement for the route of the Bedford Green Wheel (BGW) around Bedford and Kempston. He has since undertaken a detailed costed audit of both the BCN and BGW to be included Bedford's future LCWIP.

Several cycle schemes have been built at low cost when the road has been resurfaced. This mechanism was particularly useful in creating an east - west route just north of the town, from the double mini in Bromham Road all the way to Goldington Road, using cycle lanes and ASLs (Advanced Stop Lines) and a contraflow cycle lane in Dame Alice Street. One of the final pieces of this route will be whether the Council can persuade Network Rail to improve the cycle route over Bromham Road railway bridge.

Patrick will be sorely missed by CCNB for all his experience and help in keeping cycling alive in Bedford Borough.



Start of town centre pedestrianisation at Midland Road / Greyfriars junction -

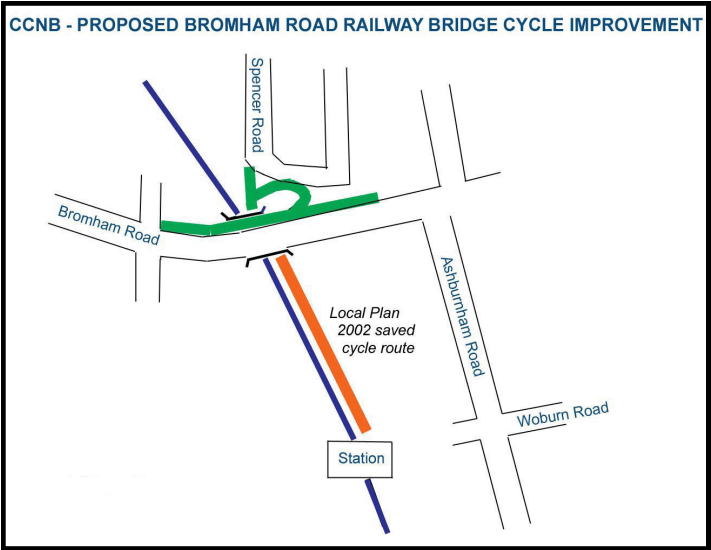
Cycling permitted from 6pm to 9am daily from March 2014

Bromham Road Railway Bridge Rebuild

The railway line through Bedford currently divides the growing west side of the town from the railway station and town centre. This is particularly acute for cyclists, many of whom are children, who have to use the Bromham Road railway bridge with the choice between using the carriageway in amongst the heavy traffic or walking across or illegally riding across on the north side footpath. Cyclists have been waiting since the late 1990s for the opportunity to have a safe cycle route across the bridge.

The first opportunity to have a three metre cycle/pedestrian bridge constructed came in 2001 as part of the Allen's site development in Queens Park, the land bordered by Hurst Grove and the railway line. This was lost in 2003 at the last stage of a planning appeal made by the developer into the application for the site's development.

It was nine years later that the current opportunity came with the Department for Transport's commitment to electrify the Midland Mainline to Sheffield in their High Level Output document of 2012 and the need to raise the bridge. After a short pause in the project between July and November 2015 the project was scaled down to provide electrification only as far as Corby with an opening date put back one year to 2020. Both the Borough Council and Network Rail have been aware since 2012 of the old County Council's and cyclists requirements - a wider north path (three metres or wider) which can be used as a dual use pedestrian/cycle path and an underpass from Spencer Road to the station car park.



After waiting seven years for a plan of the proposed bridge rebuild to become available one was suddenly produced when Network Rail announced at short notice a Public Consultation on 20 April 2018 followed by a further one on 24 May 2018 for everybody to share their opinions about their proposal.



Public event on 24 May 2018

The proposal is to demolish the existing brick arch piers of the bridge to approximately half way and replace by pre-cast reinforced concrete cill and riser units that are mounted on the existing brick piers. The new bridge will consist of pre cast reinforced concrete beams to form the deck and pre-cast reinforced concrete parapets. It has been estimated that the road would be closed for 6 months with transfer of services taking an additional 7 months. A temporary pedestrian bridge would be provided which could also be used by walking cyclists.

The plan submitted showed a bridge 501mm wider, due to narrower parapets, and 320mm higher than the current bridge with a two metre path on each side of the carriageways but with no cycle infrastructure provided as requested. The extra width had been used to increase the width of the south side path from one and a half metres to two metres while leaving the north side path at the same width (two metres) as at present.

A screening opinion for the bridge rebuild was requested on Bedford Borough Council on 11 April 2018 under planning application number 18/00918/EIASCRC. Although both CCNB and CPRE's (Campaign for the Protection of Rural England's) representations were taken into account the conclusion on 11 May 2018 was that the local planning authority did not require an Environmental Statement to accompany a planning application for the development. This was confirmed by the Department for Transport on 21 May 2018.

Network Rail submitted an application to the Secretary of State for Transport on 22 June 2018 for an order under the Transport and Works Act 1992 in order to confer powers and deemed planning permission to enable work to be carried out for the Bromham Road bridge rebuild (as well as for the stopping up of Souldrop level crossing). Objections, representations and letters of support for the application can be made until 3 August 2018.

Details of the application with all its accompanying documents, one of which (NR05) contains an analysis of the responses received by Network Rail, including those from the two consultation events, can be seen on:

<https://www.networkrail.co.uk/running-the-railway/our-routes/Ine-and-em/midland-main-line-improvement-programme/london-to-corby-twaow/>

A total of 399 responses were received by Network Rail for the bridge rebuild and have been characterised under 11 headings:

• Increased congestion	152
• New cycleway on the bridge	145
• Impact on parking	43
• Construction methodology	38
• Further details of proposals requested	36
• Reduced intercity train services ...	30
• Duration of works	27
• Environmental impact	25
• Improved communication regarding events	12
• Cycling underpass	9
• Impact on local community	5

Network Rail's official response to the two issues raised by CCNB's were:

Cycle facilities across bridge

'The rebuilt bridge deck structure will be wider than the existing by approximately 600mm, and although dedicated cycle lanes will not be provided, this could potentially provide more space for cyclists [It was noted in the earlier documentation that the extra width would be 501 mm but had been increased in a later plan to 600mm by making the parapets narrower].

Widening the bridge greater than the current proposal of 600mm increase would require full demolition and rebuild from the ground upwards. It would also require amendments to the existing approach road alignment to cater for the wider road profile, which would require the acquisition of additional land and impact on nearby residential properties. This option would be more costly to the tax payer, it will take far longer to construct and increase disruption to road and rail users. The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope

and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable.'

Cycle underpass

'An underpass was considered, which would connect into Bedford Station from Spencer Road. This was discussed with Bedford Borough Council at a time when the Council was considering funding enhancement elements to align with Network Rail's deck reconstruction work. This option was ruled out as it was considered more complex and higher in cost than both parties were prepared to accept at the time.

The proposed route for an underpass did not provide a suitable safe alignment for users because of the location of the existing piers and its alignment to existing infrastructure.'

A number of local residents were opposed to an underpass which might create more opportunities for anti-social behaviour.

The same responses were given to all consultees making the same comment including those of Bedford Borough Council.

CCNB suggestions based on the above responses

Cycleway width across bridge

If the extra width was added to the north side footpath instead of the south side this would give a width of 2,600mm. If no further width can be found is it possible to reduce the carriageway width by 400mm to give the minimum width of 3000mm recommended for a dual use facility.

Network Rail have suggested that a feasibility study should be undertaken by the borough for a separate footpath or cycleway next to the bridge. This was in fact done by Bedfordshire Highways (Amey) for the borough in 2010-2011.

Underpass alternative

One of the schemes in the borough's **Transporting Bedford 2020** project is to signalise the two min-roundabouts at the junction of Bromham Road with Ashburnham Road and Shakespeare Road.

As an alternative to an underpass a Toucan crossing over Bromham Road could be installed in the vicinity of Chaucer Road with a ramped link to the station car park to allow cyclists from the west and the north to easily access the station. The crossing would also enable cyclists from the town centre on the on-road cycle lane on Bromham Road to cross over to the north side off-road path over the bridge.

A crossing at this point was first put forward by the then North Bedfordshire Borough Council way back in 1977 and again in 1999 as part of a Railtrack project to improve access to stations.

Northern Gateway

The Northern Gateway will be the first junction improvement scheme to be carried out under the Borough's Transporting Bedford 2020 project detailed in the last newsletter to reduce congestion in the area and increase vehicle capacity.

Detailed plans have still not been finalised (end of June 2018) but will be available shortly for consultation. They are likely to include:

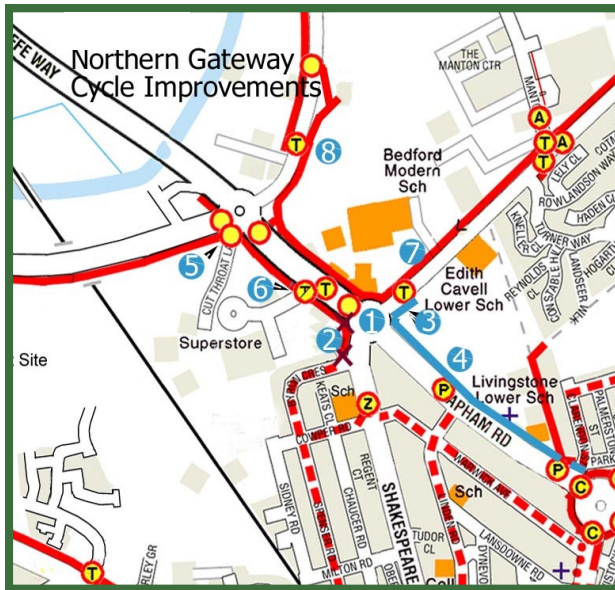
- The replacement of the Manton Lane roundabout at the junction with Clapham Road and Shakespeare Road by traffic signals together with slip lanes from Clapham Road into Manton Lane and Manton Lane into Clapham Road.
- A turning lane from Manton Lane into Bedford Modern School and the possible signalling of the junction and removal of the current toucan crossing. Hedges were removed earlier in the year to enable this to be done.
- Modifications to the lanes on the new roundabout at the junction of Clapham Road, Great Ouse Way, Paula Radcliffe Way and Fairhill to increase capacity
- The linking of all the traffic signals using the latest technology to assess traffic volumes using traffic signal controllers to manage the flow of traffic.

Some work will be done over the 2018 summer holidays but the main work will be carried out between January and June 2019.



*Manton Lane/
Clapham Road
roundabout*

CCNB's gave suggestions to the Borough in November 2017 for cycle infrastructure improvements for the area as shown in the figure below.



- (1) A signalled controlled phase for cyclists/pedestrians on the north and west side as part of the proposed controlled crossing of the Manton Lane/Shakespeare Road/Clapham Road junction together with Advanced Stop Lines on each arm.
- (2) A dual use path on the west side of Shakespeare Road from Clapham Road to Byron Crescent to join the Spencer Road quiet road route to the railway station with the Clapham Road/Manton Lane routes. Previously put forward in 1977, again in 1999 and again in 2012/13 as part of the Clapham Road LSTF Scheme.
- (3) A dual use path on the east side of Manton Lane from the toucan crossing to Clapham Road.
- (4) A dual use path or on-road two way segregated track on the north side of Clapham Road from Manton Lane to Clarendon Street and the Union Street roundabout.
- (5) A toucan crossing of Fairhill (previously Cut Throat Lane) due to safety concerns from Aldi traffic and future Charles Wells site.
- (6) The widening of the south side Clapham Road path from Aldi to Sainsbury's with a signal controlled phase of the latter for pedestrians/cyclists [both now completed as part of Aldi work].
- (7) Safety improvements at the entrance to Bedford Modern School .
- (8) The modification of the signalled cycle time of the toucan crossing adjacent to the old Anglers Rest Public House to give immediate response to cyclists and pedestrians.

Gold Lane Cycle Path

The footpath along Gold Lane from Bromham Road to the junction with Deep Spinney has been converted to dual use at the request of CCNB as part of the outstanding items resulting from the opening of the A4280/A6 link road in April 2017.

At the same time the route has been signposted with the new Bedford Cycle Network route numbers including the times to a number of locations.



Start of dual use path on east side of Bromham Road/ Gold Lane roundabout

Multi cycle destination signs on Bromham Road



Dropped down kerb and destination sign at junction of Gold Lane with Deep Spinney

Mile Road Cycle Improvements

Carriageway resurfacing works were carried out in March 2018 along a section of Mile Road from the London Road roundabout to the access junction with Bedford Academy. At the same time a buildout was carried out at the access road to reduce its width and a raised table crossing installed to improve cycle and pedestrian safety in the area.

Money from a Section 106 agreement with Bedford Academy has been used to install cycle symbols and signage along the Mile Road service roads.



New link at Bedford Academy with raised table across school entrance

Destination sign from far side



Cycle symbols and arrows



Aldi's New Store

The new Aldi store next to Sainsbury's in Clapham Road was opened on Thursday 10 May 2018 by Olympic bronze medallist, Marcus Ellis.



As part of a Section 106 agreement for the new store the path along Clapham Road from the roundabout to the Sainsbury's exit has been widened to three



metres and a Toucan crossing added to the exit road to improve the safety for cyclists and pedestrians.

Five long 'Sheffield' type stands have been installed on the north east side of the store (see below) with a further two stands along the south west side.



One negative aspect for cyclists and pedestrians is that it is now even more hazardous to cross Fairhill, the new name for Cut Throat Lane, to get onto the cycle track alongside Great Ouse Way due to the road being used to enter and exit the store's car park. **Please take extra care.**



Hopefully this will be resolved in the few months time. As part of the Charles Wells brewery development at Fairhill CCNB has asked for the crossing to be signalled. This has been accepted as part of the development's approval.

Off Eastcotts Road Cycle Track

As part of the approval for the development of 57 dwellings on the old Hallmark Cards industrial site a pedestrian/cycle track has been constructed in the last few months through the linear public open space in the north east corner with the intention for the borough to eventually complete the link to the fenland and meadow nature reserve off Cardington Road.



Entrance to track at end of Turnpike Gardens off Eastcotts Road

Below

Left - looking south

Right - looking north to current end of track at ditch and tree



Desire line through field to Cardington Road behind far hedge/trees



Advanced Stop Lines

Advanced stop lines (ASLs), first introduced in Oxford in 1986, are stop lines for cyclists at traffic signals which are marked beyond the stop line for general traffic. They are low cost but highly effective and are designed to help cyclists pull away in front of traffic when the traffic signal changes from red to green.

ASLs generally have a 5m deep reservoir and a mandatory or advisory cycle lane from 1.2 to 1.5m. The length of the cycle lane on the approach varies according to the circumstances of individual sites but should ideally be as long as the longest queue of traffic when the signal is red. In Bedford the reservoir and cycle lane are mostly painted green.

Over the last few months new ASLs have been introduced at the High Street/St Paul's Square North and South after resurfacing and Hasset Street/Bromham Road junction after remodelling.

Within the Bedford urban area there are now more than 20 junctions with a total of 45 ASLs.

A Department for Transport leaflet on ASLs can be downloaded from: http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/adobe/pdf/165240/244921/244924/TAL_8-93



St Paul's Square (north) junction with High Street

Great Ouse Way Proposed Cycle Bridge

A planning application (18/00925/REM) was received by the Borough during May for the erection of a four metre wide cycle/pedestrian bridge across Great Ouse Way to link the North of Bromham Road development with the country park alongside the river.

Great Denham Cycle Bridge

As mentioned in Newsletter No 80 a planning application (17/02642/FUL) REM) had been received by the Borough in October 2017 for the provision of a new cycle/pedestrian bridge across the River Great Ouse between the Great Denham country park and Hillgrounds Road in Kempston.

The application was withdrawn by the applicant on 11 June 2018. following Environmental Agency flood risk concerns. .

Kempston Mill Bridge Cycle Ramps

A few months ago angle irons were placed on either side of the steps of the new Kempston Mill bridge to allow bicycles to be taken across more easily. These are not ideal and there is still an urgent need to have the bridge made compliant for disabled and push chair users.



Steps without cycle ramps



Steps with cycle ramps

South Wing Hospital - New Cycle Shelter

A new cycle shelter to hold 40 bicycles has been installed in May 2018 near the main Kempston Road entrance of South Wing Hospital. The shelter replaces a nearby smaller shelter which has been removed to allow for changes to the main entrance road.

At the present time the shelter will be available for public and staff use.

CCNB AGM

CCNB's 25th AGM took place on Friday 28 April 2018 at the Friends Meeting House in Lansdowne Road. 18 members were present.

Presentation

Prior to the AGM Editor and Chair of CCNB, Peter Blakeman, gave a presentation on 'The past, current and future of cycling in Bedford and elsewhere' in videos, graphs and pictures.

The presentation started with a look at Bedford in the 1940s, 1950s and 1960s, then back to how cyclists and pedestrians were treated in Essex in the 1940s and the search for 1930s cycle tracks including three known ones in Bedfordshire. This was followed by a funny but serious overview of cycling, particularly in London, from the 1930s to the present time.

The present situation in Bedford was illustrated by the number of cyclists currently cycling to the town centre area and the railway station and included the number of current cycle thefts and casualties.

The future was illustrated by the need to significantly reduce traffic congestion and pollution in the town through the provision of safe cycle infrastructure to encourage more residents to cycle short distances.

AGM

At the AGM thanks were given as always to the committee for helping to ensure that CCNB had run smoothly over the past year.

Richard Impey has now moved to Milton Keynes and was especially thanked for his six years of service. The rest of the committee were re-elected on bloc.

We now have at least one vacancy and if anyone is interested in joining the committee or knows of a friend/colleague who is interested in campaigning for better and safer cycle infrastructure in the borough please let the chair know.



Throughout the year CCNB looked at 126 planning applications (121 previous year) which contained cycling elements and responded to 26 (46 previous year).

20mph

Lower speed limit schemes continue to be introduced within the borough at the request of Ward Councillors on the grounds of improving road safety particularly in residential areas.



New schemes since the last newsletter are:

Putnoe - A proposed order was published in March 2018 for a 20mph zone to be established in the roads around Hazeldene School in Putnoe; Brendon Avenue (already in place), Cheviot Close, Chiltern Avenue, Fairholme, Furzefield, Greenacres, Hartshill, Langdale, Leasway, Mendip Crescent, Pennine Road, Pentland Rise, Quantock Close, Queens Crescent, Selsey Way (already in place), Stancliffe Road and Woodmere.

Stewartby - A proposed order was published in March 2018 for a 20mph speed limit in The Crescent and Wavell Close (between Stewart Way and The Crescent).

Harpur Ward - A proposed order was published in June 2018 for a 20mph zone in De Pary's Avenue, Pemberley Avenue, St Andrew's Road, St Michael's Road, St Augustine's Road, St Alban Road and St Edmund Road.

Average Speed Cameras

Bedford Borough in 2012 was the first local authority to introduce average speed cameras on residential roads, the first one being Rushden Road Milton Ernest.

Following requests from local communities and local councillors seven new sites have been selected for cameras;

Woburn Road Kempston
High Street Clapham
The Causeway Carlton
High Street Pavenham
and in Bedford
Needwood Road
Putnoe Lane and
Polhill Avenue

Their introduction will help to reduce speeding and make the roads safer for cyclists and other vulnerable users.

It should be noted that all the fines are collected by the government with the local authority not receiving anything.

Near Miss/Close Pass

The Highway Code Rule 163 states 'Give *vulnerable road users at least as much space as you would a car*' and Rule 212 'When passing cyclists, *give them plenty of room.*'

For people who cycle every day, near misses/close passes are a regular occurrence. They are intimidating and account for around a third of all threatening incidents between drivers and cyclists.

In 2014 the Transport Group at Westminster University, started a 'Near Miss Project' to study cycling incidents that do not result in injuries but may profoundly influence people's experiences and behaviours.

A report on the results can be downloaded from:

<http://www.nearmiss.bike/wp-content/uploads/2014/12/Nearmissreport-final-web-2.pdf>

In September 2016 West Midlands Police became the first force in the country to proactively target what they called 'Close Pass' drivers who endanger cyclists. Anyone encroaching inside a safe passing distance - widely considered to be a minimum of 1.5 metres - ran the risk of being prosecuted for driving without due care and attention.

A year after its launch the police announced a 20 per cent reduction in the number of cyclists killed or seriously injured on the county's roads. As part of the operation more than 200 drivers were stopped and received an educational input.

Operation Close Pass has now been adopted by many police forces across the UK and in March 2018 was taken up by Bedfordshire Police as 'Operation Velo'. For details see:

<https://www.bedfordshire.police.uk/news-and-appeals/cycle-casualties-reduction-march18>



Cycle Safety Review

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. The Under Secretary of State, Jesse Norman, went further by saying he wants to ‘transition to a world where a 12 year old can cycle safely’.

The key issue is safety.

In March 2018 the Department of Transport issued a ‘call for evidence’ consultation as part of a Cycle Safety Review that forms part of a wider consultation on road safety issues related to cycling for its 2017 published Cycling and Walking Investment Strategy (CWIS). The consultation closed on 1 June 2018.

It invited those with an interest in improving safety and perception of safety to provide evidence based on UK or other countries that can be used to shape future policy decisions. The six key consultation themes were:

- How to improve safety through changes to road infrastructure
- The laws and rules of the road
- Road user training and testing
- Education
- Vehicles and equipment
- Attitudes, understanding and awareness of different road users

The full consultation which makes interesting reading can be seen under:

<https://www.gov.uk/government/consultations/cycling-and-walking-investment-strategy-cwis-safety-review/cycling-and-walking-investment-strategy-safety-review-call-for-evidence>

More than 5,000 responses had been received by the closing date and a report is expected in three months time.

Cycling UK issued a report on the consultation calling for cycle safety to be kept simple. The report can be downloaded from:

https://www.cyclinguk.org/sites/default/files/document/2018/04/1804_cyclinguk_cycle-safety-make-it-simple.pdf

The announcement came as a report published by the Department for Transport, recommending that there is a case for a new offence to be introduced to tackle dangerous cycling. The report found there was a strong case for changing the law to tackle the issue of dangerous and careless cycling that causes injury or death. If this were to be introduced, it would bring cycling in line with serious driving offences.

Revised National Planning Policy Framework

The National Planning Policy Framework (NPPF) is the way that government shapes decision making and impacts on how local authorities tackle housing and transport and controversial subjects such as fracking and wind turbines. The current NPPF was published in 2012. On 8 March 2018 a draft of a revised document was published for consultation with responses required by 10 May 2018.

At the heart of the revised Framework is a presumption in favour of sustainable development and one promising aspect of the document, unlike the current NPPF is a section (Section 9) on Promoting Sustainable Transport.

The policy on assessing the transport impact of proposals now refers to highway safety as well as capacity and congestion in order to make it clear that designs are expected to prioritise pedestrian and cycle movements, followed by access to high quality public transport (so far as possible) as well as to reflect the importance of creating well-designed places.

Paragraph 103 states that “transport issues should be considered from the earliest stages of plan making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued”.

Paragraph 105 goes on to say that planning policies should ... provide for high quality walking and cycling networks and supporting facilities such as cycle parking – drawing on Local Cycling and Walking Infrastructure Plans”.

Paragraph 107 states that “... In town centres, ... measures should be taken to promote accessibility for pedestrians and cyclists”.

It continues under Paragraph 110 to say that applications for development should “(a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; (b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport and (c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.”;

The full document can be seen under:

<https://www.gov.uk/government/consultations/draft-revised-national-planning-policy-framework>

Dockless Hire Bikes

Public cycle hire schemes which do not need physical docking stations are a new phenomena which have recently arrived from China. The two main current operators are **Ofo** with its yellow bicycles and **Mobike** with its orange/silver bicycles.

Ofo operates in more than 250 cities and Mobike in more than 200 cities around the world. In both cases the bikes are hired through a smartphone app.

Bedford, being a small town, has not yet succumbed to the Chinese invasion unlike our neighbour Cambridge.

Cambridge was the first UK city to have dockless bicycles with the arrival of Ofo. They started a trial on 19 April 2017 with 20 bicycles. One year on despite fears of vandalism and littering the trial appears to have been a success with membership and usage increasing daily and the number of bicycles has now increased to 450.

However there is a strong possibility that other operators will want to come to Cambridge and at Cambridge City's Joint Area Committee meeting on 17 April 2018 a 'Cambridge Code of Conduct for Dockless Bike Sharing Operators' was agreed.

STOP PRESS - Mobike arrived in Cambridge with 100 bicycles available on 21 June 2018.





*Mobike (above) on Sheffield stand in Southwark London
Ofo bike (left) illegally parked outside Cambridge station
Abandoned dockless bikes (below) in China*



A Tale of Two Cities - Seville and Valencia

Over the last nine months your Editor has visited two different cities in Spain; Seville and Valencia.

Both cities have flat terrains and enlightened authorities who have turned to the bicycle as a means to reduce traffic congestion, noise and pollution.

Seville

Seville is the capital of Andalusia and the fourth largest city in Spain with a population of 700,000. It is famous for its culture, monuments, traditions and artistic heritage and of course the birthplace of Flamenco.



Seville Cathedral - believed to be last resting place of Italian explorer, navigator and coloniser Christopher Columbus (1451-1506)

An ambitious project by the local authorities over the last few years has seen the construction of 120km (75 miles) of segregated bike lanes. As a result cycling in the city has increased 11 fold from 0.5% to 6.0% and even to 9% for non commuter journeys. Most of the lanes are separated from motor vehicles by a physical barrier such as a kerb or barrier. This makes cycling accessible to people of all ages who tend to cycle slowly on upright bicycles in their everyday clothes.

The lanes tend to be narrower than Dutch cycle lanes due to space restraints and occasionally even weave around trees and other obstacles. They are mostly on one side of a road and as a result are two way.



Examples of three straight (no obstacle) two-way tracks



Torre del Oro

Seville is on the Rio Guadalquivir which is navigable to the Atlantic Ocean 100km away. Today it is crossed by eight bridges, several of which have cycle paths.



Puento de la Barqueta - one of the newer bridges with cycle paths



Cycle route along the bank of the Rio Guadalquivir

Seville also has a municipal bike hire scheme similar to the ones in London and Paris, called SEVici, with 2,000 bikes and 250 docking stations.



*Metropol Parasol
the World's largest
wooden sculpture
in Plaza Mayor*

*Christopher Columbus
monument in
The Gardens of Murillo*



Valencia

Valencia is the third largest city in Spain with a population of 815,000. It is located on the Mediterranean coast in the centre of a large fertile valley consisting of market gardens dissected by the river Turia.

The city is modern with a historic centre, a port and several beaches.



Valencia Cathedral in Plaza de la Reine

Valencia is flat and extremely cycle friendly with an extensive network of more than 130km of off-road or protected cycle paths that connect all the neighbourhoods of the city. There are also ciclocalles (bicycle-priority streets with lanes in the middle of the road and a 30 km/h (18 mph) speed limit for general traffic) as well as the Jardin del Turia (Turia Garden), where bicycles ride around freely.

The Jardin del Turia, one of the main features of Valencia, is a longitudinal green park 8km (5 mile) long which snakes through the centre of the city and occupies the ancient course of the river Turia which over the years had broken its banks and flooded the old city.

The last time was in October 1957 after which the decision was taken to divert the river along a new course to the west of the city. The old river bed has been converted over the last few decades into areas for leisure and sport and in recent years a number of futuristic cultural installations have been built such as the Palais de Music, City of Arts and Sciences, a planetarium, oceanarium and an interactive museum. It is now possible to cycle the whole length starting from the Bioparc in the north to the cultural buildings in the south and on to the port and beach.

The city has one of the highest rates of people in Spain listing a bicycle as their preferred mode of transport alongside Victoria and Zaragoza with a figure of 45% quoted.



Typical two way off-road cycle track with parallel crossing of main road



Segregated two way on-road cycle track near railway station



Cycle and pedestrian routes along Jardin del Turia towards north end

City of Arts and Sciences (Palais de les Artes y Museu de Ciences) along the Jardin del Turia



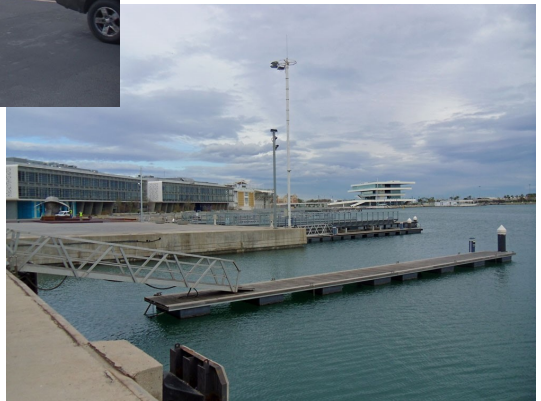
Cycle and pedestrian routes along Jardin del Turia towards south end

Valenbisi is the city's bike hire service with approximately 300 stations where you can pick up or leave a hire bike. There are also numerous bike hire companies.



Segregated cycle track across the bridge

Start of docks with Veles e Vents building, the former base for the Americas Cup in distance



Diary

Wednesday 15 August 2018 - Cycle to Work Day

2 - 9 September 2018 - Tour of Britain

Saturday 8 September 2018 - Bike 'n Hike

16 - 22 September 2018 - European Mobility Week

See <http://www.ccnb.org.uk/diaryb.shtml> for details & other events

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)