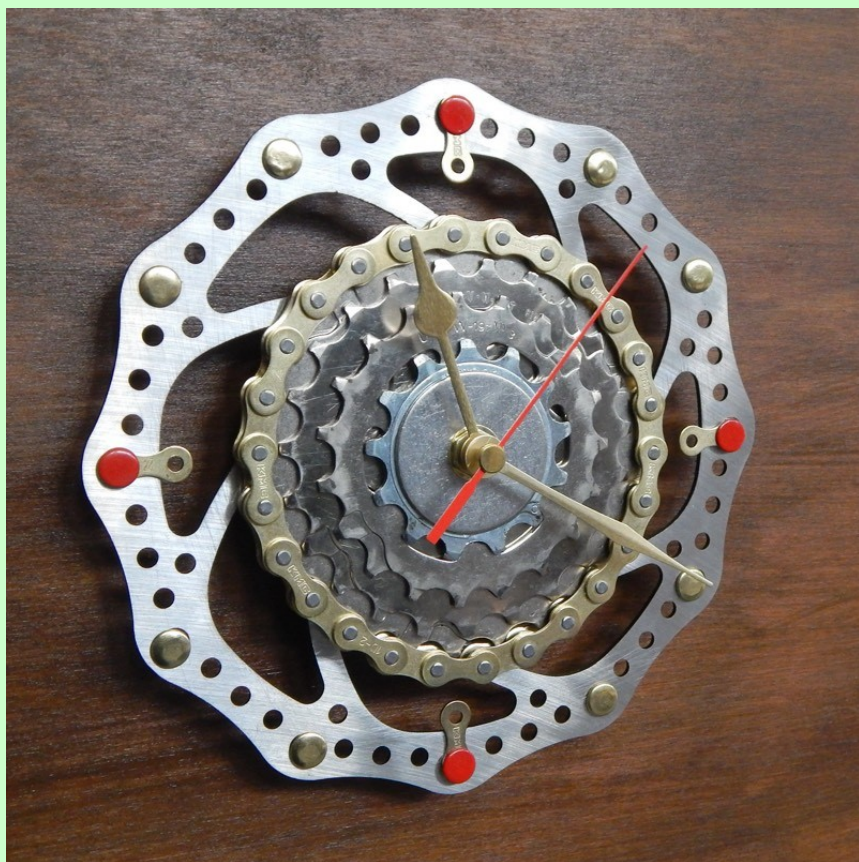


Cycle Bedford

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

Issue 92
February 2022



**Clock is ticking to prevent irreversible
Climate Change**

CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

Chair
Secretary
Treasurer
Other members

Peter Blakeman
Carole Blakeman
Neville Hobday
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 (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



(<http://www.cyclenation.org.uk>)

Bedford Borough Council Contacts:

Cycling and Walking:

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

Sustainable Transport Team Leader - (01234) 276048/e-mail
yo.higton@bedford.gov.uk

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	Contents
4	Editorial
5	STOP PRESS - Consultant Required
6	COP26 Outcome
8	Town Centre PSPO Cycle Ban
13	Cyclists New Year Honours
13	Sainsbury's Additional Cycle Stands
14	Goldington Road New Cycle Track Concerns
16	Goldington Road Safety Audit
17	Active Travel England Head Appointment
20	High Street Update
21	French Car Advertisements
22	East West Rail
23	Bedford Borough Cycle Thefts
23	Rail Fare Increase
24	Norse Road Upgraded Cycle Path
25	Perkins Road/Goldington Road Junction Update
26	20mph Latest News
27	Kempston Mill Bridge
27	Kempston Levelling Up Fund
28	Cycle Infrastructure Petition
30	Neighbourhood Plans - 2
30	Milton Ernest
31	Great Barford
32	Recycled Bike Parts
34	Net Zero Strategy
35	Quick Road/Path Repairs
36	Covid-19 Virus
36	Local Cycle Rides - Contact
36	CCNB Vision and Objectives

Cover

See Recycled Bike Parts - page 32

Editorial

CCNB's vision has always been to see Bedford as a **'Town of Cyclists'** and **'Cycle Friendly Communities'**. This vision is even more relevant today. Please encourage friends to cycle even if it is only once a week

The cover image of this newsletter illustrates that the clock is ticking if we are going to prevent irreversible climate change by the end of the decade.

This has been reinforced by the recent announcement that the Doomsday Clock, established 75 years ago by scientists to illustrate the danger of human extinction, remains at 100 seconds to midnight, the third year in a row that the clock has been set this close.

As has been said on many other occasions active travel, and in particular cycling, will not stop climate change on its own but will go a long way to help.

Cycling short/medium distances will significantly reduce Bedford Borough's high greenhouse gas emissions due to transport currently at 41% of the total, reduce air and noise pollution and congestion as well as improving everybody's health.



The 26th global climate change conference last November was not a complete success. There were no discussions on active travel on the main agenda only zero emission vehicles (ZEVs). It was left to cycling organisations to hold fringe events and it was only at the last moment that a paragraph on the importance of cycling and walking was added to the final declaration on transport (*pages 6/7*).

Despite the promises made at the summit, the planet is still heading for 2.4°C

and possibly 4°C of warming above pre-industrial levels.

This has been borne out by the government's latest five year UK Climate Risk Assessment report.

The report confirms climate change is happening now. It is one of the biggest challenges of our generation and has already begun to cause irreversible damage to our planet and way of life. Clear evidence was shown to demonstrate the pace of warming in recent decades and the impacts that will be faced should this continue. It concluded that everyone **MUST** redouble their efforts to achieve net zero carbon.

Bedford Borough has an excellent vision for sustainable transport:

"Improve the borough's transport infrastructure in order to support

growth in the local economy and to make the borough more attractive as a place to live and do business. Reduce congestion in the borough, particularly into and around the town centre and by making journeys by public transport, walking and cycling more attractive to encourage an increase in more sustainable and healthy modes of transport."

Unfortunately it still has a long way to go to achieve this vision. Their long term Local Cycling and Walking Investment Plan (LCWIP), a requirement the government's Cycling and Walking Investment Strategy in 2017, has still not been published (see STOP PRESS below).

Limited money that has been obtained for active travel projects has not been spent wisely. Three of the major gaps in Bedford's extensive cycle network; Bromham Road railway bridge, A6/A421 junction and two way cycling in the High Street (*page 20*) are still outstanding after many years of opportunities while an unnecessary segregated cycle path in Goldington Road, has opened with serious safety concerns (*page 14-16*).

It is hoped that access to the town centre by disabled cyclists will be allowed following a review of the current PSPO ban (*page 8-12*).

The government's delayed Active Travel England which has the brief to ensure that all new schemes meet the required quality standards has just been launched (*page 17*).

The new Highway Code published at the end of January should improve the safety of all cyclists as long as it is read by all motorists (*page 19*).

On a brighter note the Borough has been congratulated on dealing with the partial blocking of the cycle track in Norse Road by a new 5G mast and equipment (*page 24*).

Finally CCNB is pleased to see the Queen honour several cyclists for their successes in last years games in Japan (*page 13*).



STOP PRESS - Consultant Required

The Government on its new beta version Contracts Finder website listed on 19 January 2022 an application for a short term contract on behalf of Bedford Borough Council:

Invitation to Tender for Consultancy Services to develop a Local Cycling and Walking Infrastructure Plan (LCWIP)

The service contract is listed as from 28 February to 30 November 2022.

COP26 Outcome



**UN CLIMATE
CHANGE
CONFERENCE
UK 2021**

IN PARTNERSHIP WITH ITALY

Was the COP26 conference in Glasgow last November a success? Many commentators do not think it was.

One of the days was devoted to transport, the first of its kind. At the day's opening it was stated

"Road transport accounts for over 10% of global greenhouse gas emissions, and the total emissions are rising faster than any other sector. We need to dramatically increase the pace of the global transition to meet our Paris Agreement goals, and to keep the limit of 1.5 degrees warming in reach".

[In Bedford transport accounts for 41% while the UK average is 27%]

Cycling was not on the agenda, only zero emission vehicles (ZEVs), mainly e-cars.

There were however, many fringe events on the subject of cycling. If the conference had been in Amsterdam then cycling would have been top of the agenda.

The main issue with electric cars is that they do nothing to move society away from car dependency and in some respects reinforce car culture. It is particularly bad when new homes are required by government to have electric car charging points built in, but no requirement (except in Bedford) for secure cycle storage.

40m cars are currently registered for use in the UK on the road and this is expected to continue to increase in the near future. These will require much additional electricity and infrastructure and with no cables allowed to be put across pavements it will be impossible for all this to happen by 2030.

In Bedford charging points will have to be provided for some 40,000 vehicles with only about 60% people having off-street parking facilities.

There is also still the question of the material sources for the lithium batteries currently used and the recycling of batteries when they need to be replaced.

In addition no matter how cars are powered they will still contribute to road danger, congestion and health harming PM2.5 particle pollution from tyres, brakes and road surfaces.

On the eve of the transport day, 350 world cycling organisations including a number from the UK signed an open letter to world leaders to commit to boosting cycling levels at a quicker and more determine action.

The full letter can be seen at

<https://cop26cycling.com/#letter>

The initial declaration published on 10 November on transport had no mention of active travel.

After active lobbying by cyclist organisations the addition of ‘active travel’ was finally included in the ‘Declaration on Accelerating the Transition to 100% Zero Emission’ which it is claimed will be fillip to the cargo bike industry.

“We recognise that alongside the shift to zero emission vehicles, a sustainable future for road transport will require wider system transformation, including support for active travel, public and shared transport, as well as addressing the full value chain impacts from vehicle production, use and disposal.”

The document was signed by 27 national governments but only five of the main car manufacturers. It can be viewed on:

<https://www.gov.uk/government/publications/cop26-declaration-zero-emission-cars-and-vans/cop26-declaration-on-accelerating-the-transition-to-100-zero-emission-cars-and-vans>



Town Centre PSPO Cycle Ban



(Image reproduced with permission of Rosetta Publishing)

Public Spaces and Protection Orders (PSPOs) were introduced in 2014 under the Anti-social Behaviour Crime and Policing Act 2014, to enable Councils to prohibit certain types of subversive behaviour within a geographically defined area that are detrimental to the local community's quality of life.

Bedford Borough Council introduced its first three year PSPO in June 2016 to restrict cycling in the town centre between 0900 and 1800 hrs. This was followed by a second one which expires in June 2022.

The Council is considering introducing a new (third) PSPO for a further three years to include the existing cycling restrictions and additional restrictions on e-scooter use and skate boarding to enable it to continue to take action against those individuals that commit this anti-social behaviour to ensure Bedford is a safe and enjoyable place to live, work and visit.

A consultation posing three questions on these restrictions was held between 1 December 2021 and 4 January 2022.

Question 1 - To what extent do you agree or disagree to a PSPO to prohibit cycling in the main pedestrian area of Bedford Town Centre from 09.00 to 18.00hrs.

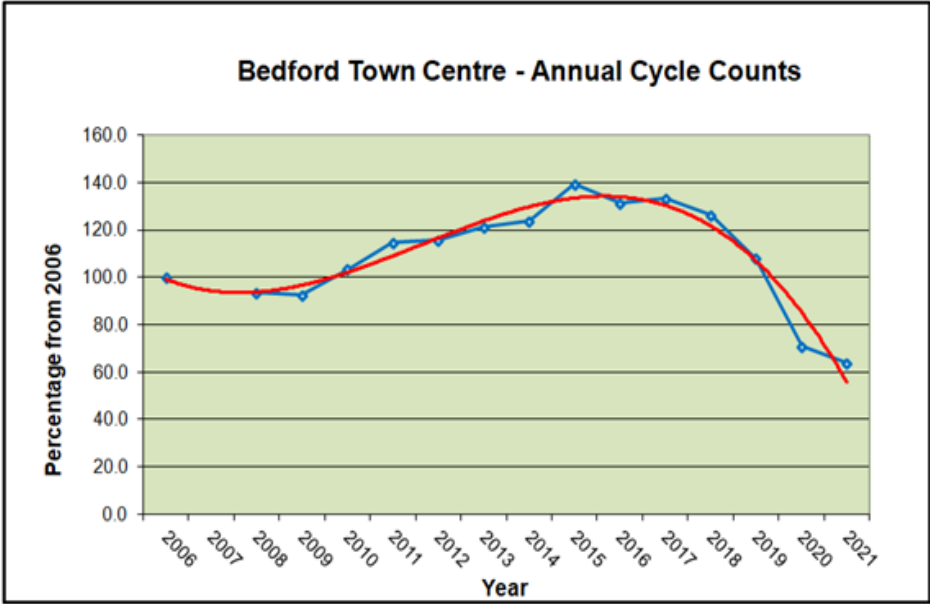
CCNB believes that the time has come to abandon the ban on cycling in the pedestrianised area.

The ban to date has resulted in more than 3000 cyclists being given Fixed Penalty Notices (FPNs) including disabled people using a bike as a mobility aid and many foreign and English tourists to the town while still allowing irresponsible cyclists to continue their unsocial activities without being caught not only in the pedestrianised area but over the whole of the town.

This has frightened the majority of responsible cyclists from coming into the central area to do their shopping, etc and as a result has contributed to the town’s economic decline which had started to set in even before the first lockdown due to the coronavirus in March 2019.

Prior to the first PSPO a 24 hour video in Midland Road had shown no conflicts between any pedestrian and cyclist. In discussions with officers responsible for the ban at the time, CCNB was assured that only irresponsible cyclists would be fined and NOT disabled cyclists or children which had always been police practice.

This was not complied with by Kingdom Security who were tasked to police the ban from January 2018.



Town centre counts of cycles by CCNB (above) over the period 2006 to 2021 show a 40% rise by 2016 when the first PSPO was introduced. The introduction of the PSPO led to a 15% drop in the following year and a further 35% drop in the next year to a level almost back to 2006.

The Covid-19 pandemic has further reduced the level to 40% below that seen in 2006.

Cycling has been shown in a number of studies to boost the vitality of town centres. The level has been significantly reduced in Bedford since the introduction of the PSPO.

As well as the 24 hour video of Midland Road mentioned above the Department for Transport (DfT) had also issued a report (TRL583) in 2003 which stated that research had shown there was no conflict between responsible cyclists and pedestrians in pedestrianised areas.

Observation surveys showed that most cyclists modify their behaviour by slowing down or dismounting where pedestrian flows were high. In pedestrian attitude surveys most pedestrians were not particularly concerned about cyclists in the pedestrian area.

In 1999 the Home Office had issued a statement stating that in most situations cyclists should not be fined for riding on a pavement if they felt it was safer than riding along a busy road. Transport Minister, Robert Goodwill, responsible for cycling in 2014 reiterated this statement. This was reinforced by the National Police Chiefs Council issuing this to all police forces.

Cycling UK in a 2017 briefing paper states that research shows that cyclists are perfectly able to mix harmoniously with pedestrians and, contrary to popular belief, are not a major danger to them.

Even though, unlike driving, most cycling takes place where there are high levels of pedestrian activity, pedestrians are more likely to be killed in collision with a motor vehicle than in collision with a cycle. This includes collisions that happen on the verge or footway (pavement).

The government published an **Inclusive Transport Strategy** in 2018. This included statements:

- Cycling should be accessible to people of all ages and abilities. The Equality Act 2010 places a duty on public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions.
- By 2020, explore the feasibility of amending legislation to recognise the use of cycles as a mobility aid in order to increase the number of disabled people cycling.

20% of the UK population has a disability. A significant number use or would like to use a cycle as a mobility aid.



With the need to encourage more people to use sustainable transport to reduce emissions for climate change and health reasons and also the re-vitalisation of the town centre, the **borough must be more positive with actions on the ground.**

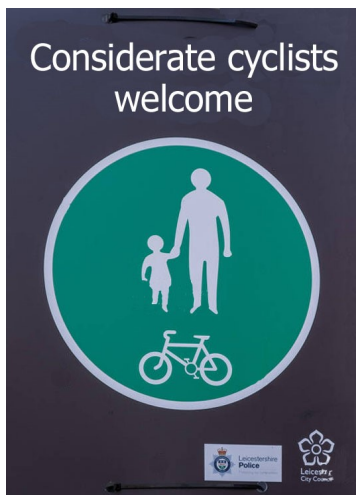
In an officer report presented to the Environmental Committee meeting on 28/09/18 all cyclists were portrayed as irresponsible by citing negative reasons why the ban should be continued in the new PSPO.

- the first was the death that year by a cyclist of Kim Briggs in London - *The accident was caused by the pedestrian walking into a main road without looking (not in a pedestrianised area) and hit by a cyclist on a fixed wheel bike with illegally no front brake.*
- the second a serious injury was caused by a youth taking a broken bike out of a skip and with no working brakes racing on it through a pedestrian area.

These people do not represent the majority of cyclists.

A good example was set by the Mayor of Leicester in 2018 who has had signs put up reading **'considerate cyclists welcome'** and **'cyclists: thank you for slowing down'** with the aim to ensure that everyone is aware the space is shared between pedestrians and cyclists and also to remind cyclists to ride responsibly.

He has said: "We want to encourage people to travel to the city centre by bike, on foot or using public transport and once they are here, our large, people-friendly pedestrianised zone gives priority to people ahead of vehicles. Bikes are welcome in our pedestrianised zone too, but obviously we ask that cyclists show consideration to people on foot".



Sign welcoming cyclists in Leicester's pedestrianised areas

Question 2 - To what extent do you agree or disagree with a PSPO to prohibit the riding of an e-scooter in the main pedestrian area of Bedford Town Centre at all times

E-scooters are becoming a nuisance in all areas of the borough not just in the pedestrianised areas and, except for rental e-scooters, are already **against the law** and cannot be used on the public highway even though it is estimated that more than 300,000 have already been legally sold.

It is therefore unnecessary to ban them again in a new PSPO.

Rental e-scooters are being trialled in 34 areas of the UK although not in Bedford. Users of this type have to be more than 16 years old and have a driving licence and insurance, the latter of which is arranged by the rental operator.

Private scooters are less safe than the rental type, are lighter and do not have the additional safety features fitted. This has been reflected in the increasing number of accidents involving them.

The police have the authority to stop a person riding a private e-scooter at anytime and issue a fine as well as having the scooter impounded. Between July and September 2021 66 scooter riders were stopped by Bedfordshire Police and 33 scooters seized.

Question 3 - To what extent do you agree or disagree with a PSPO to prohibit skateboarding in the main pedestrian area of Bedford Town Centre at all times.

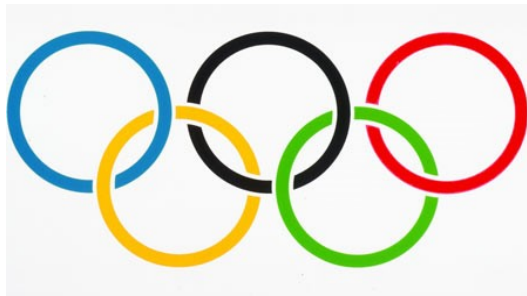
Skateboarding can cause damage to stone walls, etc and are a risk to pedestrians in a pedestrianised areas and should be banned.

Question 4 - To what extent do you agree or disagree with a PSPO to prohibit the riding of an e-scooter in the parks and open spaces listed at all times



Cyclists New Year Honours

In the Queen's new year honours list 78 Olympians and Paralympians were given awards for services to sport following Team GBs success in the 2021 Tokyo Olympic Games. Among them were a number of cyclists.



Married couple Laura and Jason Kenny received a damehood and knighthood for services to cycling. This is the first time that a married couple has been recognised at the same time. Laura became the first woman to win gold at three Olympics while Jason became Britain's most talented Olympian after winning gold in the men's keirin.

The Paralympian track cyclist Jody Cundy received a CBE after previously obtaining an OBE five years ago and a MBE in 2008

Jody won both a gold and silver medal in Tokyo bringing his tally across seven Paralympic competitions to eight gold, one silver and three bronze medals across cycling and swimming. He started his competitive career in swimming representing Great Britain three times in the Paralympic Games from 1996 to 2004, winning three gold and two bronze medals before switching to cycling in 2006.

Paralympian Kadeena Cox MBE was awarded OBE for her services to athletics and cycling

Kadeena took two gold medals in cycling last summer and took part in the T38 para-athletics 400m sprint and C4 para-cycling events in Tokyo.

Sainsbury's Additional Cycle Stands

Towards the end of 2021 Sainsbury's Clapham Road store received eight additional 'Sheffield' type cycle stands which were installed undercover to the left of the main entrance adjacent to the existing four.

Although CCNB is extremely pleased that the company is putting active travel on its agenda there is one negative aspect.

The stands have been placed too close together at a distance of 600mm between them instead of the recommended minimum spacing of 1000mm. This means that only 12 bikes can be comfortably parked instead of 24.

Goldington Road New Cycle Track Concerns

The construction of the segregated cycle track along Goldington Road between Perkins Road and Norse Road was completed at the end of October 2021.

CCNB is concerned that the infrastructure is potentially not safe and **'Not Fit for Purpose'**. This has also been confirmed by many members.



CCNB wrote to the borough to ask whether or not a safety audit had been carried out on the plans before construction started and again since it has been completed as should be standard practice and asked to have a safety barrier erected immediately along its whole length before a serious accident occurred.

In their reply the borough stated that the scheme met the government's requirements for a segregated one way track.

However the track has to be two way and NOT one way. There are no prohibition signs stating cyclists can only ride one way. If this was the case how does a cyclist travel in the opposite direction as there is no corresponding path on the other side of the road.

The scheme is inferior and unsafe (Not Fit for Purpose) and will not encourage more people to use a cycle instead of a motor vehicle.

As previously mentioned the construction went ahead even though plans showed a segregated cycle track with widths significantly narrower than the latest government recommended standards (LTN1/20) which was



supposed to be the norm to receive government funding which, in this case, amounted to nearly £400,000 from their Emergency Active Fund.

The completed scheme is worse than the original plan and a potential safety hazard with a strong possibility that cyclists riding tricycles, or bikes with a cargo or child trailer could be easily tipped into the road in front of fast moving 40mph+ traffic if passing or meeting another cyclist without due care. For a substantial length the unprotected edge of the cycle track is 65 cm above and the whole length just 50 cm away from the carriageway.

The width of the pedestrian side is also inadequate for wheelchairs, pushchairs and mobility scooters to pass each other and again these may tip over if they partly go into the cycle side due to the narrow sloped section between the two. The width is likely to be even less when the hedge along a section of the route grows across the path as is usual during the spring and summer.

A one way segregated cycle track is normally a coned or kerb separated track on a road along a carriageway not an off road one with the opposite direction on the other carriageway.

CCNB has sent a Freedom of Information (Fol) request to the borough asking to see all the Road Safety Audit reports on the scheme.



*Narrow path between
Shuttleworth Rd and Perkins Rd*



*End of new track narrowing
prior to Norse Road*

Goldington Road Safety Audits

A Road Safety Audit (RSA1/2) report by an independent auditor on the Goldington Road segregated cycle track scheme based on a review of the site and drawings before construction has now been seen by CCNB.

Four problems and recommendations were made by the auditors.

Location 1 – Raised sections of footway/cycleway along route

Risk of pedestrian slips, trips and falls due to level differences along the route the design submitted for audit proposes to construct a block laid on an angle to reduce the levels between the footway and cycleway sections. However, this block may pose a risk to pedestrians who, if stepping off the footway for any reason, may go over on their ankle or fall onto the cycleway due to the angle of the block.

Recommendation - that change in level and block set on an angle be removed from between the footway and cycleway.

Location 2 – Raised sections of footway and cycleway along route

Risk of cycle loss of control collisions, due to level differences along the route. The design submitted proposes to raise the cycleway from the adjacent carriageway and grade the verge down between the two, without a plateau or buffer. If a cyclist were to wander off the cycleway they could lose control and travel down the verge into the carriageway.

Recommendation - that change in level and graded verge be removed from between the cycleway and the carriageway.

Location 3 – Along route of footway cycleway

Risk of pedestrian collisions with street furniture The design proposes to construct a new cycleway in the space currently occupied by a grass verge alongside Goldington Road. The existing system of streetlights is located in the verge away from the carriageway and the footway. To accommodate the cycleway, it is proposed to relocate the streetlights in the middle of the two paths, but within the footway. There are concerns that, by locating the columns in the middle of the two paths, there will be a risk of pedestrians and cyclists colliding with the columns.

Recommendation - that street lighting columns are relocated to the rear of the footway.

Location 4 – Along route of footway cycleway

Risk of pedestrian colliding with large amounts of overhanging vegetation seen on existing footpath during site visit.

Recommendation - that all the overhanging vegetation along the route is cut back as part of the works.

The Borough's response was no action for the first three problems and the cut back of vegetation as part of the works. The latter will require regular maintenance.

Active Travel England Head Appointment

It was announced on 22 January 2022 that Olympic gold medal winning cyclist Chris Boardman had been appointed to be the interim commissioner of the new government funding body and executive agency **Active Travel England (ATE)** to create safer streets for cycling and walking to boost air quality and help improve the health and wellbeing of the nation.

ATE will be based in York from summer of this year, with the search for a building still ongoing. Final staff numbers are expected to number just under 100. Chris will be closely involved in the full start up of the ATE including a recruitment of the chief Executive and management team.

Chris has been cycling and walking commissioner of Greater Manchester under the mayor, Andy Burnham, since 2017 and was instrumental in setting up the first phase of their public transport system known as the Bee Network (*see page 18*).

The formation of Active Travel England was first announced by the government in the July 2020 publication **Gear Change - A bold vision for cycling and walking**.

It will be responsible for holding the cycle and walking budget and enforcing the standards set out in the latest Cycling Infrastructure Design Guidance (LTN1/20) by examining all applications for funding and refuse any that are not compliant. It will inspect finished schemes and ask for funds to be returned for any that have not been completed as promised or have not been started or finished in time.

At the time it said that from 2021 it would also begin to inspect and publish annual reports on all highway authorities, whether or not they have received government funding, grading them on their performance on active travel and identifying particular failings in their highways for cyclists and pedestrians.

Also launched on the same day was a new £5.5 million investment in cycling schemes, including £300,000 top up e-cargo bike schemes, £3 million to improve cycling infrastructure around train stations and to explore active travel on prescription.

Bedford has already benefitted from the e-cargo scheme with the purchase of seven e-cargo bikes (see Newsletter No 88 - June 2020).

Bedford station is to receive £30,000 during this financial year to secure the access gate to the station's cycle parking compound which was enclosed in late 2020 (see Newsletter No 89 - February 2021).

Bedford was not one of the 31 authorities selected to take part in the feasibility studies into creating cycling and walking on prescription schemes.

The Bee Network



As mentioned on *page 17*, Greater Manchester's Olympic cyclist and walking and cycling commissioner Chris Boardman is set to lead the Government's new cycling and walking body, Active Travel England.

He went to Greater Manchester 2017 and in the summer of 2018 delivered the first phase of Greater Manchester's proposed active travel system known as the **Bee Network** - the UK's largest cycling and walking network.

The aim of the plan is to revolutionise travel across the city-region, making active travel the number one choice for travelling to work, to school and to the shops. This can only be done if trips by foot or by cycling are a safe and pleasant experience.

It means that the network must be created to the highest standards for quality – routes that are fit for a 12-year-old, a double buggy or a wheelchair user. To do this fully segregated cycling and walking routes will be installed on busy roads (Busy Beeways), quality signage and crossings on quieter routes (Beeways) and creating areas where people are prioritised to make streets safer and quieter.

So far, 107 schemes totaling more than £500 million are in the development pipeline across the city-region with the first 55 miles of routes completed by December 2021.

The current focus is now on finding the further £1 billion needed to realise the full 1,800 mile long Bee Network to complete the ten year plan.

The vision of the Bee Network can be seen on:

<https://activetravel.tfgm.com/bee-network-vision/>

and a video of 55 miles achieved by the end of 2021 at:

<https://youtu.be/vzVZShmwhBY>

The interim Active Travel Guide being used can be downloaded from:

https://assets.ctfassets.net/xfhv954w443t/733sV0dPajoAu8MCvmAyRm/c16cb043c976d5a68daa5184bd67a527/GM_Interim_Active_Travel_Design_Guide_v1.0.pdf

New Highway Code

The latest version of the Highway Code was published by the Department for Transport on Saturday 29 January 2022.

It contains important information to improve the safety of all road users with those who pose a greater risk to others having a higher level of responsibility. All motorists, cyclists and pedestrians are advised to read it so they are aware how it will affect them. According to an AA poll only one in three drivers are aware of the new rules.

The three major changes are:

Rule H1. Hierarchy of road users

Road users with the potential to cause the most harm – such as those driving big vehicles – have more responsibility to reduce the threat posed to others.

Pedestrians – with particular emphasis on children, older adults and disabled people – are identified as “the most likely to be injured in the event of a collision”.

As a result, the law will place more responsibility on drivers to watch out for cyclists, pedestrians or horse riders.

Pedestrians sit at the top of the hierarchy followed by cyclists, horse riders, motorcyclists, cars, vans and large passenger or heavy goods vehicles.

Rule H2. Priorities for pedestrians

At a junction, drivers and motorcyclists must give way to pedestrians crossing or waiting to cross.

This is a major shake-up as vehicles were previously given priority at intersections.

In addition, cyclists should give way to pedestrians on shared-cycle tracks.

Rule H3. Drivers to give priority to cyclists in certain situations e.g., on a roundabout

The new rules urge drivers and motorcyclists to give priority to cyclists when turning in or out of a junction or changing lanes.

Drivers are also encouraged to stop and wait for a safe distance between cyclists at roundabouts or during slow-moving traffic.

Other Key Amendments

These include clearer guidance for drivers to leave a distance of at least 1.5 metres when overtaking cyclists.

Drivers are also encouraged to reduce the risk of an accident by opening their door by using the hand on the opposite side, as it is more likely to lead to them looking over their shoulder. This is known as the **Dutch Reach technique**.

High Street Update

The work on the High Street wa completed late last year.

The verdict of most cyclists is that it has not improved their safety and will not lend itself to encouraging more residents to cycle into the town centre.



Traffic is almost continuous with cars, vans and heavy good vehicles and is very often backed back as far as the Harpur Street/Tavistock Street junction. More vehicles than ever park in the extensive laybys with lorries sometimes driving onto the pavement to straighten out if other vehicles are already present.

The junction with The Embankment has been modified to allow continuous exit left of traffic onto the bridge, again compromising the safety of cyclists as well as pedestrians crossing the junction.

French Car Advertisements

Car advertisements in France from March 2022 in a new law will have to include messages encouraging people to consider less-polluting travel alternatives as part of the government's drive to rein in CO2 emissions.

Carmakers will have three choices: "Consider carpooling," "For day-to-day use, take public transportation," or "For short trips, opt for walking or cycling."

The requirement will apply to advertisements distributed on radio, television, in theatres, on the Internet and on big screens as well as in print. They must also include the hashtag -

"#SeDeplacerMoinsPolluer" (Move and Pollute Less).

If advertisers fail to include the message, they can be heavily fined.

What about a similar law in the UK?

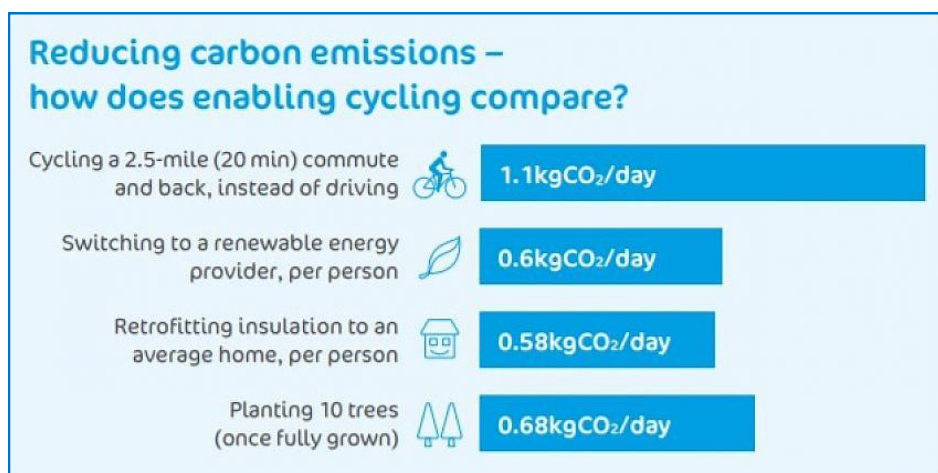


Image courtesy of Cycling UK

East West Rail

The government and the East West Rail company will shortly publish their chosen route for the new line between Bedford and Cambridge following the recent public consultation.

The construction of the new line will lead to a comprehensive redevelopment of Bedford Midland Station paid for by the government.

This will run parallel to the Boroughs success in securing Towns Fund money, which includes over £5 million for the Bedford Station Quarter project and £6 million for improvements to the Midland Road area as a gateway into Bedford.

The Station Quarter regeneration will deliver new public spaces and improve the approach to the Station and promote and prioritise sustainable travel modes such as cycling and walking through the upgrade of cycle and walking routes.

Last November your editor attended a virtual meeting on the need to ensure that there is sustainable access to all the new stations. Following on from the meeting an **Active Travel Strategy** is being compiled in conjunction with the consultancy Arup.

The vision and objectives of the strategy is to create a seamlessly integrated network from origin to destination, which acts as an enabler for the integration of active travel with every aspect of the railway, removing barriers to active travel for all customers and ensuring no adverse effects are felt because of the delivery of the EWR railway.

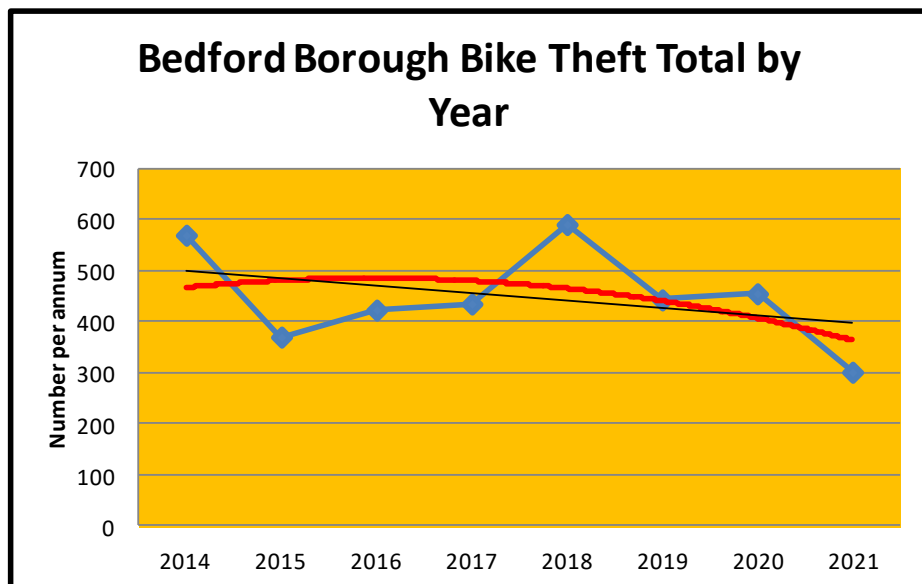
The key outcomes/themes discussed in summary were:

- The definition of 'Active Travel' and relation to all modes including equestrians
- Re-think the term 'non-motorised users (NMU)' to be inclusive of walking, wheeling and cycling
- DCO process and timescales for completion of the Active Travel Strategy [was due to be completed by the end of 2021]
- Suitable lift sizes for those with cycles
- The need for ongoing consultation and engagement
- Suitable and appropriate design of routes to accommodate all users and the specific details of the infrastructure that would lead to greater uptake in use
- Car parking provision – assumptions, how this is calculated and details on what will be provided
- Cycle parking provision – how this is calculated and what quantity and quality will be provided including provision for oversized and non-standard cycles
- Expectation that designs be based on latest guidance where possible [LTN 1/20].

Bedford Borough Cycle Thefts

The total number of bike thefts in Bedford borough for the year was the lowest since 2015 although the lower number of cyclists visiting the town centre and other areas due to the Covid-19 coronavirus may have been a factor.

The five top areas (with last years values in brackets) were Town Centre - 84 (109), Harpur Ward - 38 (46), Cauldwell - 30 (38), Midland Road West - 24 (41), and Kingsbrook - 19 (32).



Rail Fare Increase

In December the government announced the rail fare increase for 2022 will be 3.8%, a level below the then retail price inflation of 7.1%.

They stated they would not increase fares by the retail price index (RPI) rate plus 1%, as they did in 2021.

Until the pandemic, fares were raised in January each year by a formula based on the RPI rate of the previous July, 6 months beforehand. In 2022, the increase will take place in March, giving passengers more time to purchase cheaper flexible and season tickets at the existing rate.

Another way to save money is for commuters to consider cycling to Bedford railway station, if not currently doing so, to avoid car parking charges.

A Monday to Friday daily rate currently costs **£9.50** while an annual rate is **£1467.10**.

Norse Road Upgraded Cycle Path

Last November CCNB thanked the Borough Council for their prompt action in diverting the pedestrian/cycle path in Norse Road near Hookham Lane away from the G5 mast and cabinets which had been placed on the original path (main photograph).

This was in response to CCNB's concerns (see Newsletter No 90 - June 2021) that the installation had reduced the effective width of the path and could be a potential safety issue for vulnerable people (small picture below).



Diverted path

The path is on Bedford's Cycle Network outer orbital route known as the Green Wheel.

A further planning application (21/02233/TELFUL) to install a G5 mast and cabinets on the dual use path in Brickhill Drive was rejected by the planning department in October 2021.

.Original installation on path



Perkins Rd/Goldington Rd Junction Updated

The signalled junction at Perkins Road and Goldington Road was unexpectedly converted from a puffin to a toucan type during January.

This means that cyclists can legally ride across the junction from the Goldington Road cycle track to the Waitrose and Lidl stores although the connecting paths have not yet been signed.



Perkins Road was extended and a junction created with Goldington Road when the new store for Waitrose was built in 2012. As part of the planning conditions dual use cycle tracks were to be provided and the junction equipped with toucan crossings on each arm to enable cyclists to safely get to the store from the Goldington Road dual use path.

At the last minute an 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.

This came with the building of the new Goldington Road store for Lidl in January 2019. However it was stated at the planning stage that this was not possible!

20mph Latest News

CCNB is pleased to see the continued proposals to introduce 20 mph speed limits in residential areas to help provide a safer road network for all road users, in particular for cyclists, pedestrians and motorcyclists.



Castle/Newnham Wards

A public notice was published in October 2021 for a Transport Regulation Order (TRO) to be made for the area bounded by the High Street, River, Newnham Avenue and Goldington Road to be converted to a 20mph speed zone. The TRO came into force on 21 January 2022

The streets involved were:

Lurke Street	Castle Road	York Street	The Grove
Howard Street	Albany Road	Denmark Street	Pembroke Street
Duke Street	Waterloo Road	Dudley Street	Beresford Road
Gadsby Street	Rothsay Place	Shaftsbury Avenue	Dean Street
Mill Street	Rothsay Gardens	George Street	Little Grove Place
Ram Yard	Rothsay Road	Irwin Road	Rosamond Road
Castle Lane	Bushmead Avenue	Philpotts Avenue	Grove Place
Rush Court	Bower Street	Kingsley Road	Fontwell Close
Tennyson Road	Length of Newnham Avenue from No 6 to No 28		

The old County Council carried out a consultation of such a scheme 13 years ago in 2008 which was to be implemented in 2009. With the demise of the Council on 31 March 2009 the new Bedford Unitary Authority (Bedford Borough Council) planned to introduce it in the 2009/2010 financial year. It was never carried out.

CCNB is therefore pleased to see that some action is finally being taken.

Stevington

A public notice was published on 13 January 2022 proposing to introduce 20mph speed limits on the following roads to improve the safety of vulnerable people:

Church Road, Park Road (from Court Lane to Farley Way), Silver Street (from Church Road/Park Road/Court Lane to the westernmost boundary of 57 Silver Street) and Court Lane (from Park Road to the westernmost boundary of 19 Court Lane).

Kempston

A public notice was published on 13 January 2022 proposing to introduce 20mph speed limits on the following roads to improve the safety of vulnerable people:

Hill Rise, The Dell, Durler Avenue, The Hoo, Ditmas Avenue and Deacon Avenue.

Kempston Mill Bridge

In the last newsletter (Issue 91) there was an article on the Great Denham/Kempston cycle route.

The route has been closed since December 2020 due to the deterioration of Kempston Mill bridge. It was expected to have been repaired by the end of last year. This was not achieved.

The Borough finally started repairs on 10 January 2022. The rotting planks of the timber decking will be replaced together with the parapets.

The bridge is expected to be completed by early spring and the Denham/Kempston cycle route reopened.

Kempston Levelling Up Fund

Last year the Borough submitted a bid to the Government for £14.9 million from their 'Levelling Up' fund. It was learnt in November that the bid had been rejected.

The funding would have enabled the regeneration and economic vitality of Kempston by improving the Saxon Centre and transport infrastructure including a new bridge and the creation of new walks and cycleways and access to public transport.

The new bridge was the replacement of the Kempston Mill bridge with a slightly higher one which would allow boats to proceed along this stretch of the River Great Ouse as part of the next step of 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 Waterway Trust had pledged up to £135,000 to support this bid.



Cycle Infrastructure Petition



The two borough council members for Castle Ward last August instigated a petition on the current status of Bedford's cycle network. The petition has attracted 280 signatures up to mid January. In detail it states:

Cycling has massive health benefits with regular cyclists living longer than non-cyclists on average. COVID19 has shown added importance for the health benefits of cycling, and quieter roads during lockdown gave many people the confidence to cycle safely for the first time.

Research shows that providing cycle parking space increases town centre economic activity more than providing car parking space.

Bedford Council has been following a variety of policies aimed to improve life for local cyclists, including increased security for cycle parking. However, some of these measures have been counter-productive, with some cycle lanes marked on busy roads actually making the roads less safe for cyclists. Recent research by Thomas Adams of Transport for London (TfL) and Prof Rachel Aldred ⁽¹⁾ of Westminster University shows that cycle lanes marked by dashed lines (advisory lanes) are less safe for cyclists than the same roads without cycle lanes marked.

As a consequence, we call on the council to stop marking cycle lanes on busy roads. Where such markings are present, we call on the council to change the cycle lanes to make them safe for cyclists. There should be physical separation, and safety measures to ensure cyclists can

negotiate junctions smoothly, quickly and safely.

We call on the council to lift the ban on cycling in the town centre which penalises safe and considerate cyclists, while dangerous cyclists who refuse to stop get away unpunished. The ban deters people from cycling into the town centre and pushes responsible cyclists onto less safe routes, without protecting pedestrians from any real danger. In the last five years there have been no injuries caused by cyclists in the pedestrianised zone, but two by motor vehicles.

We call on the council to provide more low traffic neighbourhoods, opening them up to increased, safer, cycling and walking.

We call on the council to introduce 20mph speed limits for all residential areas and the whole of the town centre area.

We call on the council to upgrade existing cycle routes to the standards in the national LTN 1/20.

We call on the council to immediately widen the pavement on the north side of Bromham Road bridge to make a 3m wide dual-use space for pedestrians and cyclists ⁽²⁾.

We call on the council to urgently reconfigure the High Street so that the single lane is 3.0m, and no wider, and there are cycle lanes segregated from the carriageway in both directions.

We call on the council to introduce a new planning policy increasing the number of cycle parking spaces for new housing ⁽³⁾.

We call on the council to provide dedicated funding for 'Bikeability' cycle training of pupils in all schools.

Notes:

- (1) <https://findingspress.org/article/18226-cycling-injury-risk-in-london-impacts-of-road-characteristics-and-infrastructure>
- (2) This can be achieved by reducing the roadway to 6.2m. The road has been rebuilt with a carriageway width of 7.3m, but this is now mainly recommended for high speed roads on the strategic network. As the road had been downgraded to A4280 this width is not necessary. The Manual for Streets (para 8.6.5) states that lanes wider than 3.0m are not necessary in most urban areas carrying mixed traffic.
- (3) Current policy is that even in developments where there is no car parking, the requirement is for one long-term cycle parking space per bedroom or less. The number of spaces in secure cycle parking should be no less than one per bed-space, with additional space for trailers and non-standard cycles.

The petition can be found under:

https://actionnetwork.org/petitions/bedford-council-make-roads-safer-for-cyclists?source=direct_link&

Neighbourhood Plans - 2

As mentioned in Newsletter No 86 (March 2020) Neighbourhood Planning was introduced by the Government in 2011 with the aim to involve people in decisions about their own neighbourhood.

A Neighbourhood Plan sets out how a community would like local land and buildings to be used – what kind of development there should be and where it should be located.

In the article cycling items mentioned in the Bromham draft plan were highlighted.

Neighbourhood Plans for Carlton & Chellington, Oakley and Bletsoe have been submitted to Bedford Borough Council over the last year together with ones for Milton Ernest, Sharnbrook, Harrold, Stevington and Thurleigh. The following are the cycling comments from one or two of them.

Milton Earnest

The Milton Ernest plan was approved by the Borough's Executive board at their meeting on 24 November 2021.

In light of the COVID-19 pandemic, cycling and walking infrastructure has become more important than ever, providing a way for people to travel and exercise whilst maintaining social distance from others.

The aim of the plan under its transport objectives is to encourage active and sustainable forms of transport and ensure a safe environment, with appropriate speed limits, for all highway users including, specifically, pedestrians and cyclists.

To support facilities that contribute within the parish towards cyclists being able to safely access Clapham, Oakley and Bedford, including a safe crossing of the A6 at the eastern end of the existing shared cycle/footway and/or a new cycle/footway on the northern side of the A6.

To support facilities that contribute within the parish towards cyclists being able to safely access Radwell and Sharnbrook (the latter which includes a secondary school serving Milton Ernest)

Facilities for cycling are limited. There is a shared cycleway/footway that runs along the south side of the A6 from the village towards Clapham but requires crossing of the A6 which at peak times can take up to 15 minutes to cross safely. It is an aspirational project of Policy ME T2 (Active Travel) to see if a crossing or an alternative route can be provided to encourage cycling into Bedford.

{CCNB had requested one when the Clapham bypass was constructed a number of years ago. The County Council at the time said it would consider an alternative route on the north side of the A6. The council was disbanded before this could be achieved}.

Great Barford

The Great Barford plan was presented to the Borough's Executive board at their meeting on 15 January 2022.

The village is on National Cycle Route 12 and 51, although the routes are on roads through the village. There is a cycle route close to the village along the old Oxford to Cambridge disused railway, which links the village to Bedford and Sandy.

A safe, off road, link to this cycle path would encourage people to use this route for recreation and commuting to work or school. A cycle link to the new St Neots/Sandy station on the East Coast Mainline will be beneficial in the future.

Safe and attractive walking, riding and cycling will be provided through the provision of a complete and connected network of Public Rights of Way in an environment with protected rural and riverside character.

The 2011 Census showed that only 9% of households did not possess a car and that 8% of those in employment cycle or walk to work, which is above the average for rural parishes.

All new developments are expected to be located and designed to enable safe walking and cycling to local services and facilities.

The aspirations of the plan are to:

- (1a) Create public bridleway linking High Street to river at FP4
- (1b) Upgrade section of FP4 to bridleway

[Bedfordshire County Council's Rights of Way team in 2008 started to look into creating a link from the High Street to the Bedford to Sandy section of the National Cycle Network Route 51 at Willington Lock by upgrading FFP4 to a bridleway to allow cyclists to legally use the route. During the following years two narrow bridges were replaced by new wider bridges. The project unfortunately was not followed up by the new Bedford Unitary Authority following the demise of the County Council at the end of March 2009]

- (1c) Create public bridleway link from 1b to the Bedford – Sandy Country Way
- (2) Create public bridleway (or footpath if 1a is not achieved) along the north bank of the river at Old Mills Cottage and on farm track linking river to Bedford Road
- (3) Create public bridleway on farm tracks between Bedford Road and Green End
- (4) Create cycleway alongside Bedford Road towards Renhold
- (5) improve signage and access of existing public bridleway (BW22) through garden of Kingfisher Cottage

The Bromham plan mentioned in the original item was approved by the Borough's Executive board at their meeting on 9 June 2021.

Recycled Bike Parts

During the summer last year your Editor came across a recycled bike parts shop located in Shanklin on the Isle of Wight.



The owner combines the love of bicycles with the art of up-cycling and passionately creates products that predominately feature recycled bicycle parts.

He started in 2013 by selling them in his bike rental shop and was pleasantly surprised at the high level of interest in the products, and decided to leave the bike rental behind and concentrate on making products available to customers worldwide.

Locally sourced materials are used in all of the recycled and reclaimed products, and every one is packaged in recycled or re-used materials wherever possible.

He has a wide ranging customer base that includes interior designers, shops, clubs & associations and sporting events.

On his website

<https://www.recycleandbicycle.co.uk/>

you will also find a range of vintage and retro cycle clothing, parts & accessories.

Recycled Bicycle Cassette & Brake Rotor Wall Clock (Cover Image)

The clock is made using recycled cassette sprockets and a brake rotor which have been degreased and cleaned multiple times using an eco friendly cleaner and then buffed to a shine.

The clock is bonded to a Quartz clock movement with hook and can be mounted to a wall using a suitable nail or screw.

It comes presented in a recycled card printed cardboard gift box.

Upcycled BMX Wheel & Tyre Wall Clock

The clock is made using a used BMX wheel.

The first stage of the process is to remove the existing spokes and hub from the used wheel. The rim is then cleaned, the spokes cut and threaded to accommodate the recycled cassette sprockets, the wheel laced with the spokes, more sprockets and the chain added. It is then bonded onto a silent quartz movement, a recycled valve put in the 12 o'clock position and the rim finished with reclaimed handlebar tape and the tyre finally put back on. If required the vintage spokey dokeys can be removed.

All the parts used on the clock are recycled and reclaimed with the exception of the clock movement and hands.



Large Recycled Bicycle Parts Cycling Trophy

A large cycling themed trophy made entirely from recycled and reclaimed bicycle parts.

It measures 34cm high and weighs 1.4 kilos. A logo and text can be added.



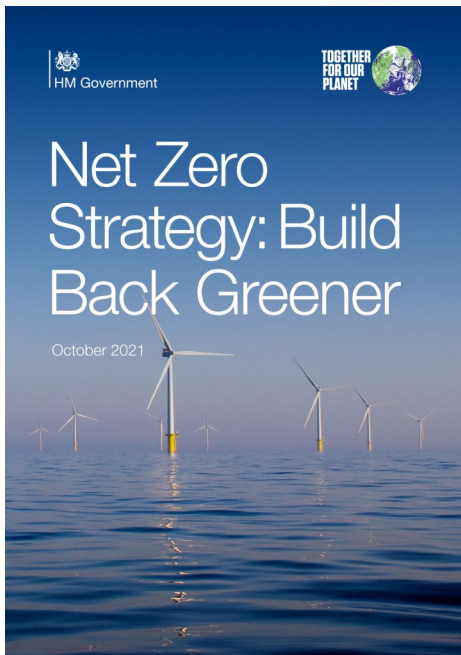
Net Zero Strategy

Just before the start of COP26 in November 2021, the government presented to parliament to comply with Section 14 of the Climate Change Act 2008 its '**Net Zero Strategy: Build Back Greener**' document. This was a follow-up to their 10 Point Plan which was published in December 2020 and takes the next steps the UK should take towards Net Zero Carbon.

The document sets out clear policies and proposals for keeping the UK on track for the coming carbon budgets, the ambitious Nationally Determined Contribution (NDC), and then sets out a vision for a decarbonised economy in 2050. Whilst there are a range of ways in which net zero could be achieved in the UK, it sets out a delivery pathway showing indicative emission reductions across sectors to meet UK's targets up to the sixth carbon budget (2033-2037).

It states they will transform cities and towns with greener, faster and more efficient transport. The streets will be cleaner and people healthier from breathing cleaner air, walking and cycling more. The zero emissions vehicle (ZEV) mandate will guarantee greater number of zero emission vehicles on the roads, unlocking the transformation of road transport.

The full document can be seen on:



[https://
assets.publishing.service.gov.uk/
government/uploads/system/
uploads/attachment_data/
file/1033990/net-zero-strategy-
beis.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf)
[assets.publishing.service.gov.uk/
government/uploads/system/
uploads/attachment_data/
file/1033990/net-zero-strategy-
beis.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf)

The Government published in January the **UK's Third Climate Change Risk Assessment (CCRA3)** -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1047003/climate-change-risk-assessment-2022.pdf

- recognising the unprecedented challenge of ensuring the UK is resilient to climate change and setting out the work already underway to meet that challenge.

The five-year assessment, delivered under the Climate Change Act 2008 and following close work with the Climate Change Committee (CCC), identifies the risks that climate change poses to multiple parts of our society and economy.

The report says: "Climate change is happening now. It is one of the biggest challenges of our generation and has already begun to cause irreversible damage to our planet and way of life."

The government accepts that the decarbonisation of transport and the associated reliance on electricity needs to be considered and an internal Climate Change Adaptation DfT strategy is currently being drafted.

Quick Road/Path Repairs

Central Bedfordshire Council are trialling an innovative technique to make long-lasting repairs to their roads and footpaths.

A special hand-applied micro asphalt (Rejuvopatch) made by the company Rejuvo is claimed to provide an exceptional, hardwearing road and footpath surface. It is blended using enhanced fibre technology which delays surface deterioration.

The process is quick, with the application taking just a few minutes and the surface is ready for use just a couple of hours after a 30-minute drying time. It requires no excavation, meaning waste is minimal, and it is more environmentally friendly than traditional repairs.



Covid-19 Virus

Although the government has now relaxed all Covid-19 restrictions the virus has not gone away and is still high in the Bedford area.

Keep safe and continue to wear mask in crowded spaces

For the latest information see:

<https://www.gov.uk/guidance/covid-19-coronavirus-restrictions-what-you-can-and-cannot-do>

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)