



**Cycle for your
health and climate
change**

**Issue 93
July 2022**

The Voice of Cycling Campaign for North Bedfordshire



**Bedford Station
Secure Cycle Hub Launch
May 2022**

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:

Chief Officer Highways,

Transport and Engineering

- (01234) 718212 /e-mail

matthew.Darchambaud@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

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Cover Picture

Mohammad Yasin MP opening the newly secured cycle parking hub at Bedford railway station ((L to R) Yo Higton, Bedford Borough Council; Peter Blakeman, CCNB; David Hibbs, Sustrans; Mohammad Yasin MP; and Lily Scott, Patrick Ladbury, Hilton Matereke, and Jenny Saunders from Thameslink.

Editorial

With more than two years of Covid-19, and still with us, and now the Russian war in Ukraine, the fuel and cost of living crises, climate change has not been on the top of most people's agenda.

Despite the promises made at the last climate change conference in Glasgow in November 2021 the planet is still heading for a rise of 2.4°C above the level at the start of the industrial revolution in the 19th century and possibly 4°C

The Intergovernmental Panel on Climate Change (IPCC) report published in October 2018 gave dire warnings that the planet had just 12 years left to 2030 to limit global warming to 1.5°C above pre-industrial levels, the agreement set at the Paris conference in 2015, to avoid the damaging effects of 'climate change'. This year's report stated that there is now only a narrow chance of limiting the global temperature rise to 1.5°C and the UK Met Office in the last few weeks said that there was a 93% probability of 1.5°C being exceeded within the next five years.

We now have only 8 years until 2030



The clock is ticking

In the meantime we are seeing the serious and increasing effects of climate change all over the world in terms of extreme temperatures, droughts, fires, rainfall, floods, melting glaciers, arctic ice reduction and, sea temperature increases, acidification and levels.

The main cause is the increase in greenhouse gases, principally carbon dioxide from transport (41% of Bedford Borough's total emissions).

In addition there is toxic pollution from diesel fueled vehicles causing serious health issues on all the population.

Cycling will not eliminate or stop these global crises but will go some way to help save the planet and people's health.

CCNB's first physical AGM for three years was held on 7 June 2022. The prior presentation given was on '**Climate Change and Cycling**' (see page 27).

The borough's ten year plan for cycling, **Local Walking and Cycling Investment Plan (LCWIP)**, as required by the government's Active Travel Strategy published five years ago in 2017 is still outstanding although a consultant has now been hired to work on it.

In the Borough's 2013 Allocations & Designations Plan Cycle Network Background Paper, still valid as a supporting document for the current Local Plan 2030, 85% of the 54 cycle schemes listed have still not been completed.

In an 2017 audit of the Bedford Cycle Network work the estimated costs to eliminate the snags and safety concerns of the routes was just over £8m.

In the meantime the supporting document, Bedford Infrastructure Delivery Plan, for the newly drafted Local Plan 2040 proposes additional cycling projects totally more than £70m (pages 28-30).

Due to increased costs of other projects the amount for cycling in the £22.6m obtained from the government's Town Deal grant has now been reduced from £4m to only £1.69m, only 42% of the earlier amount and 33% of the £5m in the original bid (pages 20-22).

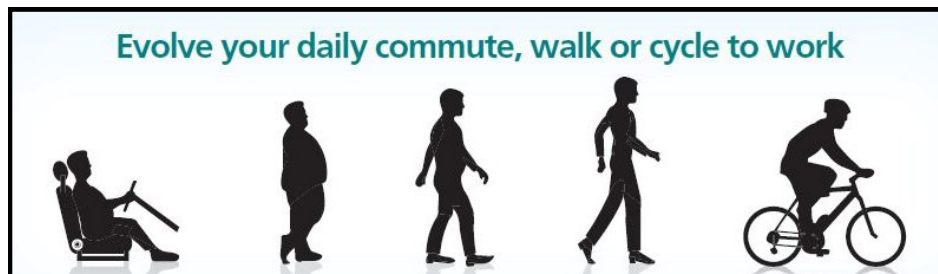
Bedford station's cycle hub was finally made secure and launched in May (cover and pages 6/7). At the same a row of seven e-bike charging stands were also opened for business (page 9).

The three cycle network information boards recently erected in the town centre have now been identified as showing the cycle network with the name down each side (page 10)

A cycle pump and maintenance stand has now been installed outside Bedford's South Wing hospital entrance (page 13).

Transporting Bedford 2020's Northern Gateway project has now been completed with a number of signaled crossing points at the remodeled Manton Lane roundabout although the dual use paths have not yet been signed (page 17).

A similar situation also exists for the cycle lanes and crossings in the Southern gateway Ampthill Road project.



Bedford Railway Station Secure Cycle Hub

The cycle parking area at Bedford railway station between the station building and the main car park was made more secure in November 2020 by installing a mesh fence across the front with access from a central gate only. The installation was funded from the passenger benefit fund.

The fund at the time did not allow for the security of the central gate.

This has now been obtained with funds managed by the sustainable transport charity Sustrans from the Department for Transport's cycle rail fund, which aims to improve cycling facilities at a number of stations, topped by further funding from Bedford Borough Council.

The Hub was officially opened on May 5th by Bedford and Kempston MP Mohammad Yasin (see cover picture).

A key for the lock (below) can be obtained by registering at the station ticket office.



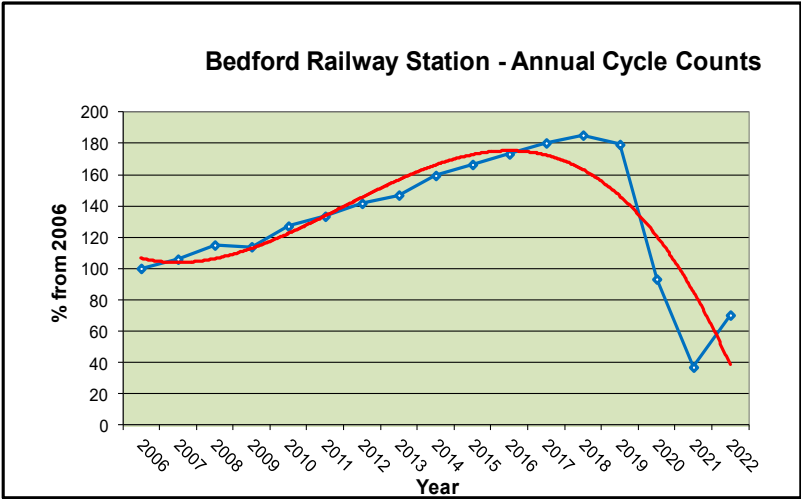
In addition to the increased security of the hub the opportunity has been taken to install a row of seven stands for electronic bikes (page 9).

A photograph (below) of all participants at the May launch.



Bedford Railway Station Cycle Counts

Cycle counts at Bedford railway station during May/June 2022 were still only just over half of the level obtained in the corresponding months of 2019 prior to Covid-19 - 236 versus 443 - but significantly higher than they were at the beginning of the year.

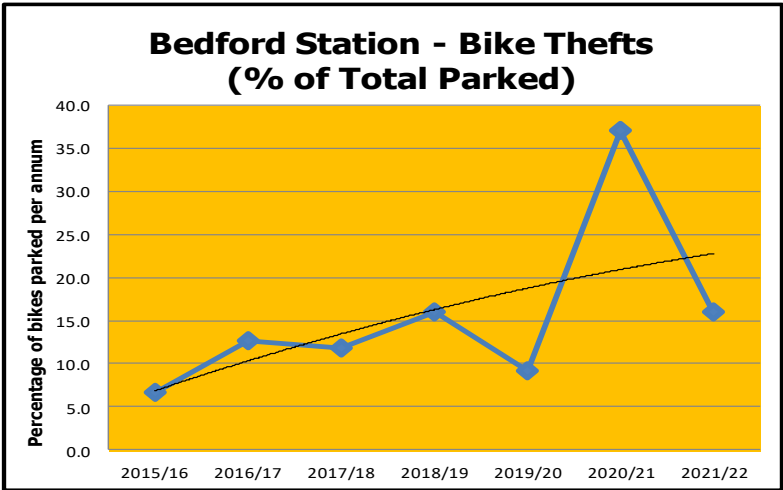
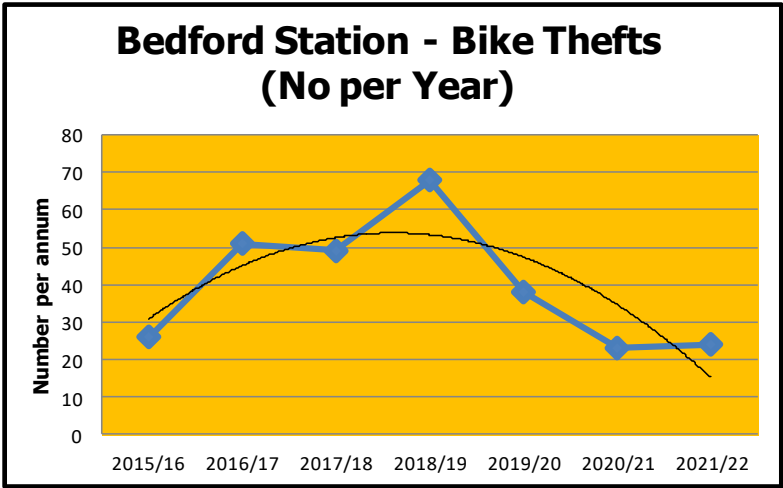


Bedford Railway Station Cycle Thefts

Cycle thefts at Bedford railway station on a number per year basis (top figure) have shown a decrease since the start of the Covid-19 pandemic and the two year lockdowns and the resultant significant reduction in the number of commuters.

However on a number of bikes parked (bottom figure) there has been a progressive increase from around 6% in 2015/16 to 15-20% last year ignoring the unexplained high value for 2020/21.

CCNB hopes that the new fully secure cycle hub will significantly reverse this trend.



Bedford Railway Station E-Bike Charging

In addition to the increased security of the hub the opportunity was taken to install a row of seven stands for electronic bikes to enable them to be fully charged ready for the return of their owner (images below). The bikes are locked and unlocked to the stand using a credit card.



Cycle Network Information Boards



The words '**Bedford Cycle Network**' have now been added to each side of the three recently installed Cycle Network boards; near the town bridge, High Street/Mill Street corner and on St Peter's Green, following CCNB's concerns that most residents and visitors did not understand the significance of the map and numbers.

Vandalised Bikes



From time to time bicycles although locked to 'Sheffield' cycle stands in the town centre are vandalised with a wheel removed (usually the front wheel) leaving the rest of the bicycle left hanging by the lock still attached.

Over the last two months three such bicycles have been seen; two in Greyfriars and the one above in Silver Street. CCNB contacted the council's environment department and after the statutory 7 day notice placed on each bicycle they have now been removed.

To reduce the incidence of this happening cyclists are advised to lock each wheel to the frame and stand preferably using two different types of lock such as a chain/cable and D-lock.

In addition it is also advisable to detach removable items such as lights and take them with you.

Lock It or Lose It!



- Lock both wheels
- Use different types of locks
- Register your bike at [Immobilise.com](https://www.immobilise.com)



Goldington Road Cycle Track Update



Hedge starting to protrude into pedestrian side

Flowers protruding into pedestrian side



No action has been taken by the borough to date to improve the safety of last year's new separated cycle track in Goldington Road between Perkins Road and Norse Road. CCNB had proposed that a barrier should be installed between the edge of the cycle path and where there is a deep slope to the road before a serious accident occurs.

In the meantime the hedge along part of the pedestrian path has started to grow with the result that it is now obscuring part of its width. The hedge had been one of the safety concerns of the independent safety auditor on a visit to the site prior to its construction.

South Wing Hospital Cycle Equipment

A bicycle pump and repair station has been installed recently between the cycle stands outside the main entrance to Bedford's South Wing hospital in Kempston Road.

Both items are similar to ones at Bedford railway station.



Brompton Cycles New Factory

Brompton Cycles is gearing up for the future of folding bikes by revealing plans earlier this year to secure its place as UK's biggest cycle manufacturer.

In 2027 it will open a brand new factory on stilts on a 40 hectare (100 acre) site in Ashford Kent. It will have no car parking, except for a few spaces for its disabled employees, instead relying on the creation of pedestrian and cycle paths connected to Ashford International railway station.

The new facility will host a museum, a visitor's centre and café and it is hoped attract a proportion of the visitors to the designer retail park next door. Part of the site will be dedicated to a rewilded public nature reserve with a cycle path and trails open to the public.

Kempston Mill Bridge Reopened

Kemptson Mill Bridge was reopened in early February after having been closed since December 2020 due to rotting planks making the bridge unsafe to use.

Due to delays relating to ownership of the structure, work on the bridge did not start until January 2022 and was not expected to be completed until Easter.



Pedestrians and cyclists can now use the route to Great Denham although there is still the narrow bridge across the back channel with steep steps on each side to negotiate. There is however a narrow metal cycle ramp on the side (see image right).

This means the route is still impossible to use for the disabled, those with wheelchairs and families with large pushchairs and heavy non-standard bikes.

Ramps were promised a few years ago but have still not materialised.





New landing stage and turnaround at Kempston Mill for the Bedford and Milton Keynes Waterway Trust's boat - The John Bunyan

Kempston Levelling Up Fund

It was learnt late last year that Bedford Borough Council's bid for £14.9m from the government's 'Levelling Up Fund' had been unsuccessful. The grant was to make major improvements in Kempston town centre; investing in regeneration and transport infrastructure to improve the economic vitality of Kempston.

Cycle projects proposed in the bid had been:

- Cycle improvements along the B531
- New cycle parking facilities at Halsey Road and Saxon Centre (secure).
- Kempston Mill Bridge to be replaced by a new wider and higher bridge for safe cycle use and increased clearance for river craft.
- Back Channel Bridge to be made wider and ramps installed for cycle and disabled use.
- E-bike charging hub at St John's Street car park.
- Resurfacing of Kempston riverside path to Kempston Mill.

Amphill Road Toucan

As part of Transporting Bedford 2020'S Southern Gateway project the toucan crossing of Amphill Road on Bedford's Cycle Network 'Avenue' route between Sandhurst Road and Victoria Road had to be moved further north to allow the bus lane which finished just south of Victoria Road to be extended northwards.



The new crossing is now located near Ridgmount Street and Aspley Road and has been split into two with two sets of signals via a central reservation.

The west side has a narrow space in which to manoeuvre (see above)

Both roads have a short cycle lane to denote the presence of cyclists (left).

Manton Lane Roundabout/Fairhill Toucan

As part of Transporting Bedford 2020'S Northern Gateway Clapham Road project both the Manton Lane and Bypass roundabouts have been signalled and an extra lane created for eastbound traffic to the Sainsbury's store.

The Manton Lane roundabout has been enlarged and a 'Y' shaped cycle/pedestrian route installed to allow cyclists and pedestrians to safely cross from one side to the other.



*Manton Lane rdbt
'Y' shaped route
looking from the west*

The Great Ouse Way A6 bypass including the roundabout was opened in April 2016 with a dual use path along its whole length allowing easier active travel from the north of Bedford to Biddenham, Bromham, Great Denham and South Kempston. Since the opening of the Aldi store with its entrance off Fairhill and now the new Brewpoint the road has been difficult to cross. As a result CCNB had requested the borough to install a signalled crossing at this point.

*New toucan crossing
on Fairhill*

CCNB is pleased to see these new safety measures.



School Street Closure Trial

A third street, Slade Walk, off Clapham Road, has now been designated for a school street closure trial this time for Livingstone Primary School and Pines Cones Children's Centre. An experimental Traffic Order was issued in February 2022 to prohibit vehicles from entering the street during the morning and afternoon school arrival and departure times.

The Borough had been working closely with Livingstone Primary School to encourage active travel over the past four years. After consultation with the school it was felt that the School Street would be most beneficial between 08:40 am -9:05 am and 3:20 pm – 3:35 pm during week days in school term times. It was believed that it will make a significant contribution to improving the air quality outside the school and the safety for children on foot or bicycle using the road.



The other two school street closures under trial are Edward Road off Kempston Road for Cauldwell Primary School and Kennet Rise off Tyne Crescent for Sir Thomas More Catholic Teaching School.



Public Spaces Protection Order

Following the approval of the Public Spaces Protection Order (PSPO) renewal on the ban on cycling, etc in the town centre pedestrianisation area taken at the Borough Council's Executive on 2 March 2022, the order came into force on 13 June 2022 for a further three years.

The PSPO has been updated to cover four key offences:

- No person shall cycle/ride a bicycle through the main pedestrian area of Bedford Town Centre between the designated times (9am and 6pm).
- No person shall ride a skateboard in the main pedestrian area of Bedford Town Centre at any time.
- No person shall ride an e-scooter in the main pedestrian area of Bedford Town Centre at any time.
- No person shall ride an e-scooter in the parks and open spaces listed in Schedule 1 at any time (see the PSPO for locations).

Failing to comply with the PSPO is an offence carrying a maximum penalty upon conviction of a fine not exceeding £1,000. It may also be dealt with by way of a fixed penalty notice of £75.

The proposed PSPO, maps and report to the Executive can be found on the website:

<https://www.bedford.gov.uk/environmental-issues/community-safety/town-centre-cycling-restrictions/>



Bedford Town Deal Board

In Autumn 2019, the Government announced 101 towns and cities that would be eligible for a Town Deal of up to £25m with the objective of driving the economic regeneration of towns to deliver long term economic and productivity growth through:

- Urban regeneration, planning and land use
- Skills and enterprise infrastructure
- Connectivity

Bedford was selected as one of the towns to develop a Town Investment Plan to deliver a Town Deal.

The **Towns Fund Prospectus** issued in November 2019 by the Ministry of Housing, Communities and Local Government -

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/924503/20191031_Towns_Fund_prospectus.pdf

- stated that as the private sector had an integral role to play in making these Town Deals a success it was important that a Board be established for each Town Deal and for that Board to be led by a representative of the local business community to oversee its development and delivery..

A **Bedford Town Deal Board** was set up in January 2020 comprising 22 members including The Mayor, local MP and members of the local community as recommended in the prospective.

The strategic aim of the Board was to produce a Town Investment Plan which would form the basis of negotiation with government over a Town Deal and the amount of funding available.

Projects for the plan were initially grouped into three key themes -
- Regeneration - Arts & Culture - Connectivity

Two of the three projects under Connectivity were:

Cycling and Connectivity

To improve connectivity for Bedford's cyclists across the town centre. The aim would be to create a cycling environment suitable for beginner cyclists and family cycling as well as more confident cyclists. This would be achieved through network improvements and sign posting; resurfacing; Bromham Road Bridge and South-North connectivity.

Transforming Bedford 2030

Building on the success of the original Transporting Bedford 2020 Programme, this project will look ahead to 2030 and deliver the improvements to the town's transport network that are necessary to keep traffic moving and allow people to access the town centre.

The final draft of the **Bedford Town Investment Plan** was published in October 2020 and submitted to the government for approval. The plan called for £24.995m from their Towns Fund to enable an ambitious package of investments to support growth and resilience in Bedford.

One of the seven projects put forward at a cost of **£5.0m** was **Pedestrian and Cycling Infrastructure**. This stated that:

'The cycle network within Bedford is disjointed with many routes situated along main roads alongside traffic. The investment will deliver a package of pedestrian and cycling network improvements, including further development of the 'Green Wheel' routes around the town and cycle links to Bedford Midland Station. This project complements the Town Deal and Accelerator Fund Cycling Enhancements project which will deliver signposting for cycling routes and secure cycle parking in central locations'.

Cycling is also mentioned under a £2.0m **Transporting Bedford 2030** project. This will see improvements at two key junctions; St Peter's Green and Greyfriars. At St Peter's Green the John Bunyan Statue would be moved further back into the green to allow a more safe left turn from the Broadway into St Peter's Street as well as a safe crossing of the junction for cyclists from the Dame Alice Street contraflow.



John Bunyan's statue on St Peter's Green looking down the High Street to the location of the jail on the corner of Silver Street where he was imprisoned.

At Greyfriars a signalled junction is proposed in place of the current roundabout next to the bus station.

Under Appendix B it stated that stakeholders would be engaged in the future as required on a scheme by scheme basis. For the Pedestrian and Cycling Infrastructure, Transporting Bedford 2030 and Station Quarter projects this would include Cycling and Pedestrian User Groups.

The full document can be seen from:

<https://www.bedford.gov.uk/business/invest-in-bedford/projects-infrastructure/the-towns-fund/>

The improvements were expected to start in Spring 2022 and be completed by Winter 2025.

In June 2021 the government announced that Bedford would receive £22.6m (90%) of the £25m bid.

As a result of this slightly reduced (10%) level schemes were reassessed and the level allocated for Pedestrian and Cycle Infrastructure reduced from £5.0m to £4.0m (-20%).

Earlier this year all the schemes projects have been reassessed and will now cost much higher than originally allocated. As a result to keep the total within the government's grant the allocation devoted to cycle and pedestrian infrastructure has been reduced again, this time from **£4m to only £1.69m.**

The Manager for Town Deal reassured the Board that the reduction in the pedestrian and cycling budget did not mean that less work was planned under this project theme; other budgets had been increased so that discrete pedestrian and cycling schemes in each - Greyfriars roundabout, St Peter's Green, St Paul's Square - would be funded through individual projects rather than a larger overall budget allocation.

All projects are to be allocated to a specific Town Deal Board member(s) who will oversee each one and be requested to attend bi-monthly/quarterly project specific meetings with project delivery personnel.

They will also be requested to feedback their thoughts and support project updates to the wider main Town Deal Board, and at scheduled regular quarterly board meetings.

The Manager for Town Deal will also be in attendance at the project specific meetings, and can fulfil the oversight action if Board members are unable to attend.

Two Town Deal Board members have been allocated to Pedestrian and Cycle Infrastructure schemes:

Mark Fritzpatrick - Chair of Brickhill Parish Council and Melanie Banks - NHS Bedford Hospital.

Active Travel: Local Authority Toolkit

The Department for Transport in April 2022 published a toolkit on Active Travel for local authorities to follow containing guidance on how to help them understand the benefits of active travel and how to promote it in local communities.

The primary actions for local authorities are to:

- develop Local Cycling and Walking Infrastructure Plans (LCWIPs)
- develop and implement Travel Demand Management Plans
- plan for and improve active travel infrastructure
- Promote behaviour change to enable active travel

Active travel refers to modes of travel that involve a level of activity.

The term is often used interchangeably with walking and cycling, but active travel can also include trips made by wheelchair, mobility scooters, adapted cycles, e-cycles, scooters, as well as cycle sharing schemes.

For disabled people adapted cycles includes a wide range of cycle types, including:

- bicycles
- handcycles
- tricycles
- recumbent tricycles
- go-karts
- Cycles for two (tandem, side by side, wheelchair tandem and duet bikes)

The document can be seen at:

<https://www.gov.uk/government/publications/active-travel-local-authority-toolkit/active-travel-local-authority-toolkit>

See also - Design Manual for Roads and Bridges - CD 195 Designing for Cycle Traffic at:

<https://www.standardsforhighways.co.uk/prod/attachments/4b59ebc3-065b-467f-8b43-09d2802f91c8?inline=true>

Quote - John Lennon

“As a kid I had a dream — I wanted to own my own bicycle. When I got the bike I must have been the happiest boy in Liverpool, maybe the world. I lived for that bike. Most kids left their bike in the backyard at night. Not me. I insisted on taking mine indoors and the first night I even kept it in my bed.”

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.



Kingsbrook

A public notice was published in February 2022 for a Transport Regulation Order (TRO) to be made proposing to introduce 20mph speed limits for the area in Kingsbrook between Cardington Road and London Road comprising the roads:

Fenlake Road, Nicholls Road, Hockcliffe Road, Coombes Close, Christie Road, Gifford Road, Faldo Road, Kilpin Road, Barford Avenue, Collie Road, Mark Rutherford Road, Paradine Road, Kirkman Close, Harding Close, Acacia Road, Carter Close, Nash Road, Moulton Avenue, Cottril Way, Voyce Close, Mareth Road and Alamain Avenue.

Great Denham

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

Saxon Way and Anglia Way (part).

Putnoe

A public notice was published in February 2022 proposing to introduce 20mph speed limits on the following additional roads in Putnoe:

Heathfield and Northcote.

Vehicle Speed Compliance Statistics

Vehicle speed compliance statistics for Great Britain covering the years 2019-2021 has shown that just over 50% of motorists exceeded the limit on 30mph roads with around 6% by more than 10mph.

See:

<https://www.gov.uk/government/statistics/vehicle-speed-compliance-statistics-for-great-britain-october-to-december-2021/vehicle-speed-compliance-statistics-for-great-britain-october-to-december-2021>

Project 229 Kempston Cycle Stands

Colourful cycle stands and bikes outside Project 229 in Bedford Road Kempston in April 2022.



Active Travel Plans

The Department for Transport (DfT) in April 2022 reiterated its earlier warning that all local authorities that fail to deliver good quality active travel schemes should expect funding to be withheld. This follows the announcement that the Royal Borough of Windsor and Maidenhead would not now receive the indicative funding it had been allocated.

A DfT spokesman said: “We have always made clear that local authorities’ performance and quality of bids would be taken into consideration for determining future funding.”

“We have consistently made clear to local authorities that they must engage with the planning process and deliver good quality active travel schemes, to ensure our roads work for everyone – or funding will be withheld.”

Councils will lose funding in cases where they fail to provide adequate evidence “that they will deliver value for money and/or meet quality requirements”, said the spokesman. Allocations for the Capability Fund and Active Travel Fund could be withheld.

EEH Active Travel Strategy Latest

The first phase of England's Economic Heartland (EEH) Active Travel Strategy was published in February 2022 following approval by the Strategic Transport Leadership Board.

The document includes a literature review of local, regional and national policy, and an assessment of the opportunities and challenges for active travel in the region: sets the overall ambition for active travel in the region:

'To create an exemplar active travel network and culture that encourages mode shift for both shorter journeys and for the first and last mile of longer journeys'.

Embedding active travel into the region's transport system will help contribute to reducing carbon emissions in line with EEH's net zero ambitions. It will also improve air quality; support residents' physical and mental health; improve safety for users; increase access to opportunities for all to reduce inequalities; and support sustainable growth across the region.

Phase two of the strategy, which will consider how the vision can be achieved, is currently being scoped.

The full document can be downloaded from:

https://eeh-prod-media.s3.amazonaws.com/documents/Active_Travel_Strategy_-_The_Ambition.pdf

It was noticeable that the report contained no mention of Bedford or any photographs apart from the level of cycling to work taken from the 2012 census reports.

Wixams New Station Facilities

The new Wixams station is currently in the design stage but is expected to open in December 2024.

It will have:

- Two platforms on the slow lines and Thameslink will provide a service of four trains per hour during the day.
- A 400 space car park at street level will be provided initially with the capability of installing a deck for a further 200 spaces .
- Approximately 150 cycle parking spaces will be provided.
- A bus interchange will be provided at the station forecourt.

CCNB AGM

CCNB's 27th AGM, the first since 2019, took place on Tuesday 7th June 2022 at the Friends Meeting House in Lansdowne Road with 15 members present.

Prior to the AGM Editor and Chair of CCNB, Peter Blakeman, gave a presentation on 'Climate Change and Cycling'.

The presentation started with the statement that with more than two years of Covid-19 and now the Russian/Ukraine war, the fuel and cost of living crises Climate Change was not top of most people's agenda. Yet it was the greatest threat to the planet and there is now less than eight year's left to attempt to keep global temperatures rising by more than 1.5°C above pre-industrial levels, the agreement reached in the 2015 Paris conference.

The growing effects seen due to the rise in temperature were illustrated followed by how this was caused by the continual build up of greenhouse gases such as carbon dioxide.

The major source is from transport (41% in Bedford). The change some years ago from petrol to diesel fuelled vehicles and the molecular particulates given off by both types has caused significant health issues which will not be entirely resolved by today's change to e-types.

Two thirds of journeys are less than five miles a distance that can be easily cycled. Cycling can therefore help save the planet as well as people's health.

It is now 30 years ago since the first global climate conference and efforts taken nationally and locally and the start of CCNB's campaigning to promote cycling.

Much has been done in Bedford over this period but time is running out and there is still a need for improvements and schemes that are value for money.

The presentation concluded with recommended actions that could be taken by local authorities and residents.

Everybody must do their bit to avoid a global catastrophe

AGM

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

The committee was re-elected on bloc.

It was stressed that there was a need for more members of the committee. If anyone is interested or knows of a friend/colleague who is interested in campaigning for better and safer cycle infrastructure in the borough please let us know.

Local Plan 2040

Local plans set out where growth and development will take place for everything from homes and jobs to schools and infrastructure.

The current Local Plan 2030 was adopted in January 2020. In its policy it stated that a new plan had to be submitted within three years to avoid it containing out of date housing policies. At the same time it also had to include the Ox-Cam spatial strategy and new Neighbourhood Plans.

Following consultations on a draft Local Plan 2040 in 2020 and 2021, the borough in April 2022 published the plan for submission to government following public consultation open until Friday 29 July 2022.

The plan and supporting documents can be downloaded from:

<https://www.bedford.gov.uk/planning-and-building/planning-policy-its-purpose/local-plan-review/>

The plan builds on the current LP 2030 plan by focusing on urban area sites and on a sustainable transport corridor based around the A421 and the proposed EWR with two new railway stations and settlements at Kempston Hardwick and Little Barford.

Local Plan 2030 called for 6270 new homes to be built. To comply with government requirements this has now been increased by 13,528 to give a total of 19,798 by 2040.

Seventeen sites have been selected together with eight business areas.

All the Policies require improvements to existing cycling and pedestrian routes or provision of links to existing routes. For example:

Policy HOU11 Land at Bedford River Valley Park

v. Provision of pedestrian and cycle routes and links to existing networks including NCN51

Policy HOU14 Kempston Hardwick New Settlement

iii. As part of the green infrastructure network, cycle and pedestrian links to facilitate active travel within and between the neighbourhoods, business and educational areas, connectivity hubs and surrounding areas;

xix. Measures should maximise the opportunities for active travel through the provision of a network of footpaths, cycle ways and bridleways to enhance permeability within the site and to the adjoining area and will include: connections between communities across the East West Rail Line at Stewartby, Kempston Hardwick, Manor Road and one additional location between these two points to facilitate accessibility,

- new multi user routes to connect with the wider rights of way network and active travel links to Bedford,

Policy HOU19 Little Barford New Settlement

xix: Measures should maximise the opportunities for active travel through the provision of a network of footpaths, cycle ways and bridleways to enhance permeability within the site and to the adjoining area and will include:

- connections between communities across the East Coast Main Line at a minimum of two locations, new footway and cycle routes including the integration of National Cycle Network (NCN) route 12 through the site,

In the May 2022 supporting document '**Bedford Infrastructure Delivery Plan**' by the consultants AECOM under Section 4.6 Pedestrian and Cycle the report makes a number of statements:

- Bedford borough experiences greater car use than the wider East of England region and national levels, although it is significantly lower in urban areas of the borough.
- Cyclists in Bedford remain deterred from cycling in the town centre due to car congestion and lack of specific provision for cyclists
- Nevertheless the 2011 Census reported that 15.1% of commuting trips in Bedford borough were undertaken by active modes.
- For cycle trips, demand between 2020 and 2040 is forecasted to increase by 18% or even higher depending on climate change
- Cycling provision in the borough will be set out in BBC's forthcoming Local Cycling and Walking Infrastructure Plan (LCWIP)

The supporting document can be downloaded from:

<https://edrms.bedford.gov.uk/OpenDocument.aspx?id=S4XWHEJ805WqAaGdvUEmjw%3d%3d&name=220519%20Bedford%20IDP%20Final%20Report%20+%20Schedule.pdf>

Cycling Projects Proposed totally more than £70m)

Mobility Hubs (£2m)

Bedford Borough Council would also like to introduce a number of Mobility Hubs throughout the borough - places where people can go to use sustainable transport.

A mobility hub can typically include a bus stop and waiting area, charging for electric vehicles (cars and bikes), a car share or bike share facility, a parcel drop off facility, and cycle parking.

Emerging LCWIP Schemes (£25m)

Cycle infrastructure within and connecting to outlying villages and the creation of the norther section of the Outer Green Wheel.

Improvements to NCN 51

Improvements to and along the Green Wheel.

Improvements to and adjoining the Bedford Cycle Network

A6/A421 Signalisation (£2.5m)

A proposal to improve conditions for cyclists and pedestrians crossing the A421 junction on the A6 south of Bedford. The junction will be fully signalised for the benefit of pedestrians and cyclists.

Outer Green Wheel (South Villages) (£7.5m)

A proposal to create an active travel link between settlements in the south of Bedford area area. The link will require new or improved crossing points of the major north/south routes to/from Bedford (B530, A6, A600. A421)

Infrastructure across the A421 (£15m)

Improve pedestrian and cyclist access across the A421 at the major road crossings and at other places where there are pedestrian, cycle and equestrian movements

Express cycle way - East Bedford / Little Barford (£10m)

Creation of a new dedicated route to provide an alternative travel corridor potentially incorporating NCN route 12 between Little Barford and Bedford, with connecting spurs to adjacent settlements (e.g. Great Barford, Willington, Roxton)

Town centre pedestrian improvements (£2m)

Cycle and pedestrian improvements in the town centre

Station Quarter active travel provision (£2m)

Active travel provision in Station Quarter

Bedford St Johns station (£0.5m)

Footbridge / cycle access across EWR line at St Johns to be incorporated into the station plan and South of River Development Brief

Bedford - Milton Keynes Waterway Park (Total cost £200m)

Canal connecting the Grand Union Canal at Milton Keynes to the River Great Ouse at Bedford

Rural Cycleways - CCNB

To see where to go this summer look at CCNB's promotional website - Cycle Bedford - <http://www.cyclebedford.org.uk/> under Cycle Family Rides, Rural Family Riding, Children's Rides & Other Cycle Rides.

Rural Cycleways Report

An overview of Rural Cycleways was given to the Borough's Environment and Sustainable Communities Overview and Security Committee in June 2022 by the Chief Officer Highways, Transport and Engineering, Matthew D'Archambaud.

Within the Local Plan 2030, one of the Borough's aims is to "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. We aim to 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."

Increasing walking and cycling plays an important part in cutting carbon emissions helping to achieve a net zero carbon council by 2030 (through reduced car use) as well as improving air quality in the Borough. Cycling is a cheap way of getting from A to B and for short journeys is often the quickest option. It can reduce stress levels and increase overall health.

Matthew spoke about the Bedford Green Wheel and the Council's Local Cycling and Walking Investment Plan (LCWIP).

further investment for the Green Wheel is being investigated as part of the Town Deal project and the developing LCWIP to improve connectivity.

The LCWIP is currently underway and the following schemes are being considered as part of its development:

- Off-road link under A421 between Wootton and Stewartby Lake
- Re-routing of Route 51 from Kempston, through Wootton
- Improved crossing A6/A421 towards Wixams and Wilstead
- Green Wheel improvements around Mowsbury Walk and Brickhill

It is also expected that significant improvements will be proposed for accessing eight villages around Bedford and then these improvements would then form part of future bids to central government to fund their implementation.

In the meantime the current Borough's Cycling and Walking Map shows 10 established routes, mainly on quiet roads, within the countryside.

There are In addition National Cycle Network Routes 12 and 51 which are mostly off-road or on quiet back roads making them ideal for inexperienced cyclists, leisure cyclists and family trips.

Bridleway/Green Wheel Temporary Diversion

A short section of the bridleway alongside Castle Mill farm has been temporarily diverted to allow work to be carried out by the Environmental Agency on the adjacent Castle Mill lock on the River Great Ouse.

The work involves the decommissioning of the mechanical and electrical components of the sluice and replacing the three gates with a fixed weir structure. In addition, it will remove the then surplus operators bridge, which will provide aesthetic benefits.



The route is part of Bedford's Green Wheel which then continues south, under the A421 southern bypass to eventually join National Cycle Network Route 51 and then west to Priory Country Park.

To allow a heavy lift crane to reach the lock to lift out the sluice gates the track is being widened to the lock from St Neots Road.

The pre-works to the access and infrastructure for the main works started in June 2022. The main works will then start in August 2022 with an estimated completion by Winter 2023.

A pause in the works is planned between October 2022 to April 2023 when river flows are expected to be at their highest.

The diversion is suitable for foot passage only and cyclists must dismount and walk bikes along the diversion route. The bridleway is closed to horses and riders for the period when works are taking place. When works are completed the original bridleway will be re-instated to allow for regular use. There are no planned works to the Lock and the Lock will remain open with access from both sides.



Start of new alignment looking south with Castle Mill Farm on the right

New track mid-way



End of new alignment looking north from Castle Mill lock

Cambridge Cycle Counter



A Cambridge cycle counter on the cycle track along Gonville Place at the southern tip of Parker's Piece showing 2069 cycles at 17:12 on 13 May 2022 with cycles to date this year at just over 500,000.

A prominent counter in Bedford may encourage more people to cycle.

Jason Kenny Retires

In the last newsletter (Issue No 92) mention was made of Britain's most successful Olympic competitor track cyclist, Jason Kenny, receiving a knighthood in the Queen's new year honours alongside 77 other Olympians and Paralympians obtaining awards for services to sport following Team GB's success in the 2021 Tokyo Olympic Games.

Two months ago Jason announced his retirement so he could take the opportunity to move into coaching.

He has now started work as British Cycling's men's podium sprint coach and is in charge of several riders who until recently were his teammates .

Active Travel England

Chris Boardman appointed to head Active Travel England (ATE) earlier this year has recently released a one minute promotional video for a walking and cycling revolution galvanised by a £200 million Government investment. It can be seen on:

https://www.youtube.com/watch?v=khEQp_tPJOM

Chris said:

This is all about enabling people to leave their cars at home and enjoy local journeys on foot or by bike. Active Travel England is going to make sure high-quality spaces for cycling, wheeling and walking are delivered across all parts of England, creating better streets, a happier school run and healthier, more pleasant journeys to work and the shops."

ATE now has an information website which can be seen on:

<https://www.activetravel.org.uk/>

Dame Sarah Storey Appointment

Dame Sarah Storey, Great Britain's most successful Paralympian has been appointed by Greater Manchester Mayor Andy Burnham to replace fellow cyclist Chris Boardman as cycling and walking commissioner for Greater Manchester.

Dame Sarah has said it is not just about transport, but also about health and wants to encourage people to walk or cycle the first and last mile of their journey. She also said she would work closely with councils to make sure all residents are well-connected to the transport network and will draw on her previous work with people with disabilities and long-term health conditions

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

Cycling UK (ex CTC) - North Beds Section - 07395 037816

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)