

Cycle Bedford

Clock is ticking
to avoid
environmental
catastrophe

Issue 82
October 2018

The Voice of Cycling Campaign for North Bedfordshire

Cycling in Bedford
continues to rise but more
modal shift is required
to help reduce pollution/
congestion
and
climate change



CYCLING CAMPAIGN FOR NORTH BEDFORDSHIRE

Founded 1992

Committee

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@cyclebedford



cycle_bedford

Campaigning Representation

CCNB is represented on the following committees:

Bedford Cycle Strategy Group (disbanded July 2018)

Bedford Stations Travel Plan Steering Group

Bedford Hospital Bicycle Users Group

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

Bedford Green Wheel

Local Transport Plan (LTP3)

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

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Editorial

Although CCNB is a voluntary organisation promoting urban cycling, the more people that take up cycling means more people also will be interested in taking up cycling as a sport.



This has been noticeable over the last few years but particularly this year with the UK being the only country to have won three Grand Tours with three different riders; Chris Froome winning the Giro d'Italia in May, Geraint Thomas the Tour de France in July and Simon Yates the Vuelta a Espana in September.

Bedford has also had a success this summer with a record number of commuters cycling to the railway station; 471 using the cycle stands on 17 July 2018 plus at least 50 more taking their bikes (mainly of the folding type) on the train, representing around 10% of the total number of people using the station.

CCNB believes that this figure can be considerably increased when a cycle track is put in across the Bromham Road railway bridge and an access for cyclists is created through the current car park from Bromham Road.

In the town centre the effect of the PSPO on fining people from cycling through the pedestrianised area in core hours is believed to have had a noticeable effect on the number of cyclists using the town; a total of 935 fixed penalty notices (FPNs) have been handed out since mid-January to July. A safe and direct south to north and west to east route must be created.

The Borough does have high aspirations to improve cycle connections in the town through the recent One Public Estate Transforming Bedfordshire Partnership initiative, from which masterplans for the town have been approved recently. As the schemes are implemented they should encourage more people to travel in and around Bedford by bicycle to help ease congestion and pollution.

In the meantime a number of small improvements continue to be made to Bedford's cycle network. Over the last few months there have been improvements in Cambridge Street, Victoria Street, Goldington Road, adjacent to Borough Hall and in the Wixams. A start has also been made along High Road for the new Cotton End school.

Cycle stands have been installed at two new sports centres, two new schools and in St Paul's Square north.



BCSG - End of an Era

With the departure of the Borough's Walking and Cycling Officer, Patrick Lingwood, last August and no replacement forthcoming it has been decided to abandon the regular formal Bedford Cycle Strategy Group (BCSG) meetings between cycling organisations and officers with the last meeting held on 25 July 2018.

It will be replaced by a Sustainable Transport Forum although no date has been decided at the present time for a first meeting.

A regular bi-monthly meetings first started in 1993 (25 years ago), going quarterly in 2014, to discuss proposed schemes, plans and policies. Before the demise of the Bedfordshire County Council in March 2009 quarterly Cycle Forum meetings had also been held with cyclists and officers from the County Council, all three local authorities and representatives from Bedfordshire Police, Highways Agency (now Highways England) and the council's highways and safety partners.

It is important that CCNB and other cycling organisations continue to closely monitor all developments and highway works that are currently ongoing or programmed for the future to make sure 'best practice' cycling infrastructure is inputted and installed correctly.

IPCC Latest Report

The latest Intergovernmental Panel on Climate Change (IPCC) report published on 8 October 2018 has given dire warnings that the world has just 12 years left to limit global warming to 1.5°C above pre-industrial levels to avoid a climate change catastrophe.

Governments obviously must do more as well as local authorities, although Bedford Borough has already cut its carbon footprint by over 40% in the last few years.

At least one quarter of total emissions are from road transport. The emissions are also pollutants and almost every month new research is published on how they affect the health of everybody including the unborn child.

Most residents can help reduce pollution (as well as traffic congestion) and climate change straight away by using sustainable transport - walking and cycling for short distances and a mix of these and the bus or train for longer journeys.

In the case of cycling, everywhere in the urban area of Bedford including adjacent villages are within a 15 minute ride of the town centre and can be reached safely using a mixture of off-road tracks and dual use paths, on-road quiet roads and cycle lanes on more busier roads without resorting to riding illegally on pavements.

Government Cycling Statistics 2016/2017

The latest cycling statistics were published by the Department for Transport on 30 August 2018 covering the period 2016/2017 until mid November 2017.

The figures are derived from an Active Lives Survey (ALS), an annual household survey administered by Sport England which replaced the Active Peoples Survey (APS) in 2015/2016.

The results for Bedford Borough residents over 16 years old showed:

24.2% cycle at least once per month

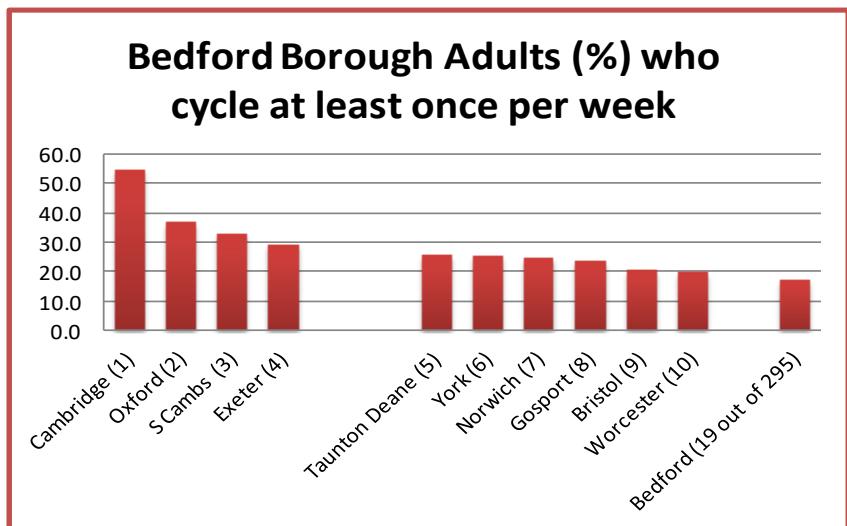
16.9% cycle at least once per week

5.6% cycle at least 3 days per week

4.2% cycle at least 5 days per week

This is an average increase of 39% since 2011/2012 or 6.5% per year. Over the four levels Bedford Borough is ranked on average in the top 16% out of 295 local authorities excluding London Boroughs and the Isles of Scilly.

The figure below for the percentage of adults who cycle at least once per week show Bedford at 19th out of 295 local authorities with only the top four, Cambridge, Oxford, South Cambridgeshire and Exeter, being significantly higher.



CCNB cycle counts at Bedford railway station for the 2018 summer period gave a 4% increase over 2017, 89% over the 12 years since counts have been conducted, an average increase of 7.4% per year. This is similar to the increase seen over the last five years in the above.

PSPO - Town Centre Cycling Ban

The pedestrianisation of the town centre in 1994 and 1998 was followed by numerous discussions between Bedford Borough Council and Bedfordshire County Council as to whether cycling should be banned through the area or not.

Banning won and took effect from 17 June 2002 with the pushing a bike only allowed. Further discussions on the subject continued between 2005 and 2012 and it was only on 13 February 2014 that the ban was partially lifted with cycling allowed between 6pm and 9am.

An Anti-social Behavior, Crime and Policing Act was introduced in 2014 which allowed Public Spaces Protection Orders (PSPO) to be created to give enforcement to council officers as well as the police to tackle anti-social behavior. A PSPO to fine cyclists riding through Bedford town centre was introduced on 16 May 2016.

CCNB was in favour of the proposal to fine the minority of cyclists who rode through the area in an aggressive and reckless manner. We were however concerned about the effect the order would have on disabled residents who use a cycle as a mobility aid in the same way as others use a mobility scooter. It was stated at the time that the police had a long practised discretionary process around disabled persons and young persons and this would be continued by the enforcement officers.

In January 2018 enforcement was contracted out to a private company 'Kingdom Securities'.

We were disappointed to hear that within their first month of operation they had given out 181 fixed penalty notices (FPNs) and six months later this had increased to 935 FPNs. A number of reports have been received of aggressive behavior of the officers towards the elderly and foreign visitors.

The Borough's Environmental & Sustainable Communities & Scrutiny Committee received a briefing report from officers for their meeting on 27 September which CCNB believed was biased against cyclists. A reply to a letter sent by CCNB to officers is still awaited.

In the meantime in July 2018 the Daft published its '**Inclusive Transport Strategy**' based on the responses received with the vision by 2030 for disabled people to have the same access to transport as everyone else.

On cycling it acknowledged that many people use a cycle as a mobility aid and stated that it would explore by 2020 the feasibility of amending legislation to recognise this use in order to increase the number of disabled people cycling.



Bromham Rd Railway Bridge Rebuild Update

Network Rail submitted an application to the Secretary of State for Transport on 22 June 2018 for an order under the Transport and Works Act 1992 in order to confer powers and deemed planning permission to enable work to be carried out for the Bromham Road bridge rebuild. CCNB made a representation to this application within the 42 day period consultation (until 3 August 2018) objecting to the lack of cycle infrastructure across the bridge.

The outcome of objections can result in three options (1) hold a public inquiry, (2) hold a hearing, or (3) exchange written representations between relevant parties.

It was announced by the Secretary of State on 31 August 2018 that a public local inquiry would be held as required by rule 4 of the Transport and Works (Inquiries Procedure) Rules 2004, S.I. No. 2018 ("the Inquiries Rules").

As required by an inquiry CCNB has now prepared and sent a 'Statement of Case' to the Secretary of State giving CCNB's reasons as to why a cycleway is required and answering Network Rail's reasons put forward (see below) as to why a wider cycle/pedestrian path can not be constructed as part of the bridge rebuild.

On 18 September 2018, Bedford's Mayor, Dave Hodgson, announced a project to build a dedicated cycle and pedestrian bridge alongside the road bridge. The announcement added that Network Rail had agreed to this and would allow the foundations for the temporary bridge required for pedestrians during the rebuild of the main bridge to remain in place.

At the Borough's Executive meeting on 19 September 2018 it was agreed that the Bromham Road Cycle Bridge should be added to the Borough's Capital Programme for the year's 2018/2019 to 2020/2021 at a net cost of £3 million.

CCNB believes this is not necessarily the end of the story. The total capital cost still has to be found and a feasibility study carried out to determine if land is available for the width required, 3.5 metres. There is the possible destruction of a number of trees as well as a planning application approval. This will not be a quick process and if all goes well is likely to be more than a year after the main bridge has been completed.

A number of reasons have been put forward by Network Rail as to why it was not possible to widen the bridge any more than the 600mm shown in their plans, the extra width having been obtained by using slimmer parapets. It was stated that 300mm would be added to each side to widen the path and not the carriageway.

CCNB response - The current bridge has a 7.2 metre carriageway with

an approximate 1.5 metre wide footpath on the south side and an approximate 2.0 metre wide footpath on the north side.

The proposed bridge as designed has the extra width added mainly to the south side path to give a 2.0 metre path on each side, that is, no change has been made on the north side path where a dual use pedestrian/cycle path is required.

For a two way dual use footway/cycleway on the north side, Department for Transport Cycle Infrastructure Design (LTN 2/08) under 8.5.3 recommends a width of 3.0 metre plus 0.25 metre for each vertical feature, that is the north side has to have a minimum width of 3.25 metre.

The reasons put forward by Network Rail for not being able to increase the width further are:

- (1) The budget for the bridge rebuild is extremely tight and the brief is to build only like for like.
- (2) It is planned to demolish the existing piers only halfway. A wider bridge would require full demolition and rebuild from the ground upwards with a significant increase in costs to the tax payer (an approximate figure of £14 million has been quoted).

CCNB response - It should not be necessary to completely demolish the bridge piers to achieve the extra width of 1.0 to 1.5 metre. This could be obtained by either (or a combination of):

- (i) building a cantilever from the north side of each pier to the width required or the building of a new pier tied in to the existing pier or
 - (ii) re-assignment of the proposed road bed from 2.0/7.2/2.0 metre to 1.5/6.5/3.3 metre.
- (3) Amendments would have to be made to the existing approach road alignment to cater for a wider road profile.
- CCNB response** - The extra width is only required on the north side and would not affect the existing approach road alignment.
- (4) A wider road would require the acquisition of additional land which would impact on nearby residential properties. It has also been stated that some houses close to the bridge would have to be compulsory purchased.
- CCNB response** - The extra width required on the north side would be less than that required for a separate cycle bridge and would not impact on nearby properties.
- (5) There was a priority to minimise disruption to Bedford residents. A new bridge would take much longer to build and increase disruption to road and rail users.
- CCNB response** - An extra week or so on top of the expected

construction time of 13 months (including 6 months bridge closure) is insignificant when building a bridge which is expected to last at least 100 years.

- (6) The provision of a new dedicated cycleway and segregated pedestrian footway would be an enhancement and sits outside the current scope and funding for this scheme, particularly as this structure is not in Network Rail's ownership. No feasibility studies have been undertaken to determine whether this option is workable.

CCNB response - There have been two previous attempts over the last 19 years to build a separate cycle bridge but funding has not been available. Will it be any different this time? This is why the proposed rebuild of the bridge is a 'once in a lifetime' opportunity to have a cycle path included in the plans.



*Plane trees with Tree Protection Orders
- three out of a total of five are parallel to the road.*

The closeness of the trees to the road would favour a slightly wider bridge rebuild to accommodate a dual use path instead of a separate cycle bridge



Local Plan 2030

At the Borough's Executive meeting in May 2018 it was agreed that one of the components, the proposed Colworth Garden Village, which was to deliver 2500 dwellings up to 2035 could not go ahead due to opposition from the Santa Pod Raceway over the need for noise mitigation.

Each of the alternative sites, the garden villages at Thurleigh Airfield, Twinwoods and Wyboston and the proposed 'Bedford Brickworks' development have issues making them unviable at present.

It was noted in the Twinwoods proposals that in an attempt to reduce the increase in traffic on the A6 from the development the applicant had put forward a plan to create a new **Super Cycleway** to Bedford.

The plan period has therefore been reduced from 2035 to 2030 to reduce the number of dwellings required. The new plan is now called Local Plan 2030. This was subject to a new public consultation between 18 September and 30 October 2018 and it is the intention of the borough to submit the plan to the Government by the 24 January 2019 deadline after which a higher housing target must be met.

The Bedford Cycle Network and Green Wheel are in the Allocations and Designations 2013 document which is still valid with minor amendments.

The Infrastructure Delivery Plan 2030 dated September 2018 calls for a number of highway schemes and includes desirable Green Wheel and Bedford Cycle Network schemes costing £5.25M and £8.3M respectively funded through the Community Infrastructure Levy (CILs) or Section 106 agreement funds and expected to be delivered between 2018 and 2030.

Highway schemes which could have cycle infrastructure inputs, apart from the Transporting Bedford 2021 project are:

Bedford Railway Station - Ashburnham Road upgraded pedestrian facilities (pre-2026) and a range of further junction enhancements and remodelling in the period 2026 to 2030.

The Local Plan 2030 can be downloaded from:

http://www.bedford.gov.uk/environment_and_planning/planning_town_and_country/planning_policy_its_purpose/local_plan_2030.aspx

and the Infrastructure Delivery Plan 2030 from:

<http://edrms.bedford.gov.uk/OpenDocument.aspx?id=AwdRL1Allye2UQs3Y76tVQ%3d%3d&name=49 - Infrastructure Delivery Plan 2030.pdf>

The above reference is just one of 55 documents which accompany the plan.

Bedford Masterplan - Cycle Aspirations

Long term masterplans were published in June 2018 setting out delivery for sites in and around Bedford town centre. At the Borough's Executive meeting on 5 September 2018 the reports for Bedford Central Town and Ford End Road were approved so they could be considered for adoption as Supplementary Planning Documents (SPDs) to the new Local Plan when it is adopted.

The masterplans are a key project within the One Public Estate Transforming Bedfordshire Programme designed to use public sector land and funding to deliver regeneration, new development and savings for central and local government. The initial consultation on the project together with responses was the subject of a short article in Newsletter No 80 (February 2018).

The masterplans state that ambitious cycle provision is planned for the central area of the town. At present there is both on-road and off-road provision. The on-road typically consists of marked cycle lanes, advanced stop lines and shared footways/cycleways. Off-road cycle provision is provided primarily on shared paths along the River Great Ouse. However there is a current lack of continuity, particularly with on-road cycle provision.

New cycle provision is therefore expected to respond to the gaps in the network, with reference to existing cycle provision, desire lines and likely routes, and given the opportunity of redevelopment sites and existing streets which have room for retrofit. These would be a mix of segregated/light segregated tracks, advisory cycle lanes and shared footways/cycleways.

Bedford Central Town

This masterplan looks at a number of sites to the edge of the town centre and south of the river; Bedford railway station, Midland Road, Greyfriars, Borough Hall and Prebend Street Car Park, Kingsway Triangle, Melbourne Street, Britannia Road, Elstow Road and St Paul's Square.

Anticipated new cycle provision outlined in the document is:

Midland Road (West)

Two-way off-road path as part of urban boulevard proposals.

Midland Road (East)

Carriageway widened to north and on-road lanes added. Enabled by new development without any loss of traffic lanes.

Ashburnham Road

Cycle route to/from Bromham Road within new development. Advisory on-road cycle lanes to Midland Road junction.

Greyfriars

On-road advisory lanes added as part of roundabout removal scheme.

River Street/Horne Lane

On-road advisory lanes added following relocation of carriageway space.

Prebend Street/Ashburnham Road Link

New link constructed including two way off-road path on west/south side.

Prebend Street

Shared footway/cycleway on west side as part of link road scheme although this will require some third party land.

Prebend Street Car Park site

Inclusion of a new shared pedestrian/cycle path adjacent to river.

Southern Site

New light segregated route between Prebend Street and London Road designed as part of new development.

Kempston Road

On-road advisory cycle lane or shared footway/cycleway on south side where conditions permit.

Cauldwell Street

Carriageway widened and on-road advisory cycle lanes added.

Kingsway

Two way off-road path on east side.

St John Street

Becomes two way as part of Kingsway gyratory scheme, with on-road cycle lanes added. Southern end is pedestrian/cycle only.

London Road

Carriageway space reallocated to provide on-road cycle lanes where conditions permit.

St Paul's Square

Carriageway widened at St Paul's Square and on-road advisory cycle lanes added.

Ford End Road

The area proposed for development is brownfield land, originally the site of the town's gas works and the railway train sheds bounded by the road, railway line and river,

For cycling the plan puts forward the creation of a diagonal dual use path through the development to give a more direct access from the south of the town and Kempston via Queen's Bridge over the River Great

Ouse to the railway station. At the same time there may be the opportunity to add a western side entrance to the station accessed via Kempster Close. The southern side of the site alongside the river could also be enhanced for both pedestrians and cyclists.

It is proposed that the principal new route through the development area could have a boulevard feel with street trees, wide pavements and segregated cycle routes while in other parts there could be a mix of on carriageway and off carriageway shared use paths to give permeability to cyclists .

The key link to the town centre is across the Ford End Bridge. The current bridge is narrow with only one footway with a separate pedestrian bridge which is also narrow with a boxed in feel.

To make the new development more attractive to residents it is proposed to improve this situation by building a new bridge across the railway to a new Prebend Street/Midland Road,/Ashburnham Road junction. Sections of the existing bridge could then be used to create a new attractive cycle/pedestrian to the station and town centre via Midland Road to encourage more residents to use these modes of transport.

To connect into the new bridge cycle lanes could also be introduced on Ford End Road between Havelock Street and the bridge by widening the carriageway.

All of the reports can be downloaded from Bedford Borough's website as supplementary documents for Local Plan 2030:

- Bedford Central Town Masterplan (38)

<http://edrms.bedford.gov.uk/OpenDocument.aspx?id=DMmkk3cpTCgq%2fOHi4TLPjQ%3d%3d&name=38 - One Public Estate Masterplan Bedford Central Town.pdf>

- Ford End Road Masterplan (39)

<http://edrms.bedford.gov.uk/OpenDocument.aspx?id=37jkjLV%2bIrlF92RobdszE8A%3d%3d&name=39 - One Public Estate Masterplan Ford End Rd.pdf>

A421/A6 Junction Update

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

The project should have been completed by March 2017. In the meantime housing continues to be built in the Wixams development and those that would like to use sustainable transport have no direct safe cycle route into Bedford as originally promised.

Manton Lane Cycle Track Improvement

During the summer holidays the cycle track in Manton Lane between the Bedford Modern School entrance and the roundabout was upgraded from 3.0 metre width to 3.5 metre as the initial phase in improving the area as part of Transporting Bedford 2020.



Manton Lane dual use path looking from the roundabout north

Due to delays by a contractor in installing new cables it was not possible at that time to construct the turning lane in to the school. This will now be done at the same time as the rest of this first project between January and June 2019. The junction will be controlled by traffic signals and at a meeting with the project manager CCNB stressed the need to include the dual use path as part of the cycle light sequence to prevent near miss incidents between cyclists/pedestrians and motorists which occur with the present setup.

It is the intention to remove the current toucan crossing, shown to the right in the picture above, and a stepped bridge installed across road similar to the one removed ten years ago in 2008.

Cyclists and less abled pedestrians will be expected to use the signalled crossing at the Brickhill Drive junction or the new ones to be constructed as part of a new Manton Lane roundabout with Clapham Road and Shakespeare Road.

Two New Cafés for Rural Cyclists

Two new cafés have opened in the last few months for those cycling in East and North Bedfordshire.

Café and Cycle Workshop - Roxton

A small family based cycle coffee shop and cycle workshop called **Spoke n' Wheel** opened in Roxton in September 2018. The business is located at 33 High Street, Roxton, Bedford, MK44 3EA .



The cycle workshop is offering repairs and services and a collection and delivery service for customers.

For cycling customers visiting the café there are racks to store bikes with courtesy locks provided to ease any concerns. The workshop is open at the same time as the café to help with any queries or quick fixes.

Outdoor charging points in the old telephone box are also available for electronic devices.

Further information can be obtained from their website:

<https://spokenwheel.co.uk>

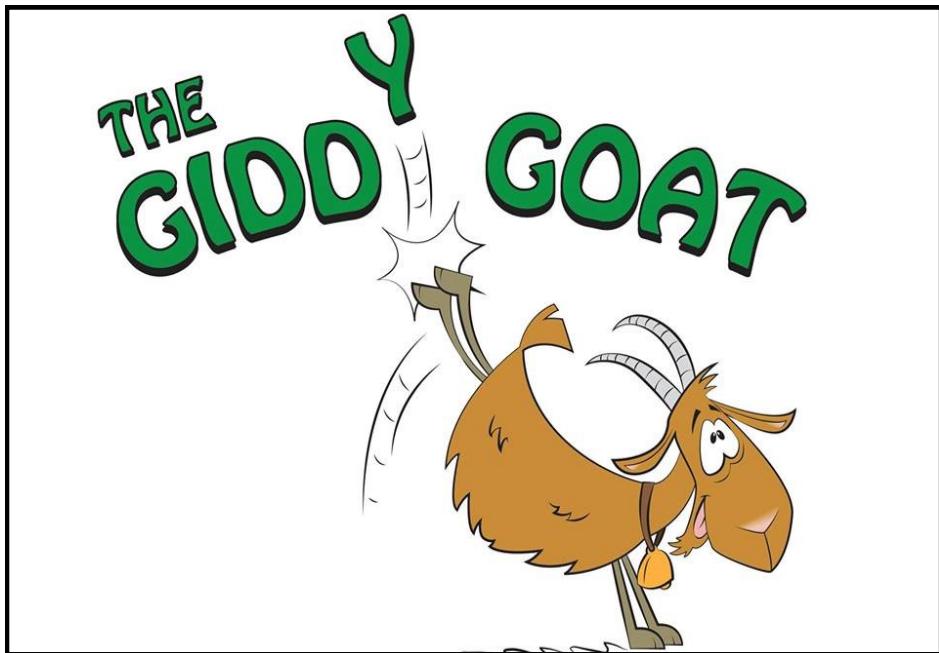
Cycle Café - Riseley

A cycle friendly coffee shop opened in Riseley in July 2018 called **The Giddy Goat** - offering coffee, cake, light lunches, ice cream, drinks and snacks.

The café caters for cyclists and has bike racks, a repair and pump area as well as a large outside space. It is located at The Garage, The High Street, Riseley, MK44 1DR opposite the school.

Nicky, the owner, said in her first blog, "that the coffee shop is named **The Giddy Goat** because of an old legend depicting the story of the discovery of coffee. A goat herder named Kaldi, whilst tending to his goats in 11th Century Ethiopia came across a group of very excitable goats one evening. He couldn't understand why they were so full of energy so observed them the next day. He saw them eating fruit from a nearby shrub, tried some himself and discovered coffee!"

As such, when I went on a Barista course in 2013 and heard this story, I thought to myself, one day when I have my own coffee shop, I'll call it **The Giddy Goat** - a great name following on from a wonderful story".



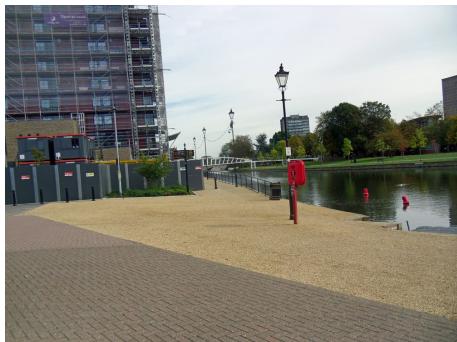
The Giddy Goat logo was designed by the owner's daughter.

Further information can be obtained from their website:

<https://www.thegiddygoatcoffeeshop.com/>

Riverside North Path Upgrade!

Just over one year after the opening of the Riverside North development the path near the Star Rowing Club has been resurfaced with loose stones obliterating the iconic design. CCNB had originally suggested this might be a potential future trip hazard if there was differential settling of the kerbing and the tarmac but this was not the case at present. Was this resurfacing necessary in an era of tight council budgets?



After resurfacing in Sep 2018



Before with iconic image

The area in front of Bedford Rowing Club on the opposite side of the river has also been similarly treated



Resurfacing in front of Bedford Rowing Club

Many cyclists and other users have had concerns of slipping on the loose stones and CCNB asked the council to sweep up the excess as soon as possible before there were any accidents.

Bell Farm Development

The construction of three warehouses at Bell Farm off The Branston Way western bypass between Marsh Leys and Ridge Road started three months ago and when completed will see the future National cycle Network Route 51 pass through it from the cycle underpass of the bypass from Wilkinson Road to Wootton via Ridgeway and Wiles Woods.



View of first warehouse frame and cycle track extension taken from the bypass



← Underpass

Section 106 money from the development will see a number of cycle route improvements in the area including a path on the north and south side of the roundabout into Wolseley Road and a track along the west of Woburn Road from the roundabout to Postley Road via the Police HQ.

Cambridge Road New Cycle Track

A 233,258 sq ft distribution warehouse (G-Park Bedford) has been constructed on Wallis Way by Gazeley's on the corner with Harrowden Road and Cambridge Road. One of the planning conditions was for a cycle track to be constructed from the office entrance along the south side of Cambridge Road to join the existing off-road cycle network at the Harrowden Road/Eastcotts Road/Cambridge Road roundabout.

Covered Sheffield stands have also been provided on the left and right hand sides of the building with additional stands for visitors next to main entrance.



View of the building from the west showing the stands and the cycle/pedestrian route from Cambridge Road to the entrance.



Close up of one cycle shelter



Cycle route from the roundabout

Victoria Street Cycle Symbols

Victoria Street is on a popular cycle route to the town centre from the Ampthill Road area via Kempston Road or along the riverside and the Britannia Bridge.

To make motorists aware of this fact cycle symbols have been marked along both sides of the street to increase the safety of cyclists.



An outstanding issue is the provision of a toucan crossing on Kempston Road to allow cyclists as well as children from the Britannia site attending the nearby Cauldwell Primary School in Edward Road to safely cross this busy road.

Borough Hall Cycle Path Upgrade

The car park between Bedford College and Borough Hall has been recently upgraded as an additional public car park. As part of the upgrade the dual use path between the car park and Borough Hall has been widened to three metre and resurfaced. The path is on the route from Kingsway to the new riverside bridge.



Goldington Road Cycle Route Upgrade

The old petrol station site on the corner of Goldington Road and Shuttleworth Road, next to Hatters, is currently under development and when completed will house a new drive-in McDonalds and branches of Starbucks and Dominos.

The planning approval had a condition to improve and widen the cycle path in front of the premises and the crossing of the path across Shuttleworth Road. This condition has already been completed.



Improved crossing of Shuttleworth Road



St Paul's Square New Cycle Stands

St Paul's Square next to the La Piazza Caffe has recently had a makeover with upgraded cobbles and new planters.

The area is popular with cyclists, especially on market days, and the railings usually have up to ten bicycles chained to them at various times of the day.

To help the situation two 'Sheffield' type stands have been erected at the end of one of the planters as shown below to accommodate four bicycles.

The area previously had four stands for eight bicycles until they were removed in a previous makeover in 2003.



Cotton End Forest School

The new cycle track from Shortown's Greycote roundabout to the new school in Cotton End is just over half completed. A toucan crossing near the old school is in place but not operational.

The school itself is also nearly complete. The pre-school class has now relocated into the new Early Years building and reception with other classes to follow over the next few months.

Bedford Heights New Entrance

The old Texas Instruments site, now called Bedford Heights, on the corner of Manton Lane and Brickhill Drive has recently had its main entrance upgraded to make it disabled compliant.



General view of new entrance



New novel vertical cycle stands



Rock Garden

Wixams New Schools

Two new schools opened their doors last September on the edge of Village Two; Wixams Academy and Wixams Tree Primary School.

Wixams Academy has covered stands to accommodate 180 bicycles for pupils while ten spaces are available for visitors next to the main entrance.

Wixams Tree Primary School has covered stands to accommodate 90 bicycles or scooters for pupils. Ten spaces are available for visitors next to the main entrance.



*Wixams
Academy*



*Wixams Tree
Primary School*

Wixams New Cycle Paths

With the development of Wixams Village One and Village Two underway recent attention has turned to constructing road infrastructure for a Logistics Park from the missing arm on the roundabout north of Village One.

This has resulted in the temporary cycle track link, now nine years old (see below), around the west side of the roundabout being removed and a new permanent link constructed.

Newsletter No 54 (June 2009) In this issue we reported that although an excellent off-road cycle track had been constructed alongside the old A6 between the northern and southern cycle/pedestrian underpasses there was a break around the main roundabout to Village One which at the time was being developed. This missing link we were told would not be built until the next phase of the Wixams was started.

As roundabouts are one of the most dangerous junctions for cyclists to negotiate, CCNB arranged with the developer Gallagher to construct a temporary link to join the two sections together. It was hoped that this would encourage new residents and also some visitors to the nearby garden centre to use a bicycle.



New cycle track around west arm (left) of roundabout
with new retirement village on far right



*New road, from roundabout to Logistics Park, still to be opened,
with 3.5 metre cycle tracks on each side separated
from carriageway by generous verges*



New cycle track, still to be opened, through proposed greenway

New Sports Pavillions

Two new sports pavilions have been built recently as part of housing developments, one as part of the North of Bromham Road development and the other at Great Denham.

Kings Field Pavillion

Kingsfield Sports & Community Centre acting as a local multi sports facility and community centre for the area is located at Great Spur off the first roundabout of the Great Ouse Way bypass.

The complex is home to local clubs, AFC Kempston Town & Bedford College and Bedford Tigers with football and rugby league pitches at the present time. It also has a very large function hall complimented by a fully licensed bar and kitchen.

The premises are accessed by a three metre wide dual use path from the existing cycle route along The Great Ouse Way. A large covered bike shelter containing 12 'Sheffield' type stands has been provided to accommodate 24 bicycles next to the entrance.



General view of Kings Field with covered cycle rack on the left

Great Denham Pavillion

The new Great Denham Sports Pavillion is located off King Alfred Way between the new Country Park and the development alongside the cycle route which divides the two areas.

The premises will provide changing facilities for those using the sports pitches and also a café. Fifteen 'Sheffield' type cycle stands have been provided for 30 bicycles near the main entrance, although not under cover.

The pavillion was to have been opened during the summer but at the end of October was still fenced off.



General view of the pavillion with the cycle stands to the left

Fairfield Signalled Crossing

A signalled crossing for cyclists on Fairfield between the roundabout at The Great Ouse Way and the entrance to the new Aldi store will be installed as one of the conditions of the recent planning application approval for a new micro-brewery. Crossing at this point has been unsafe since the opening of the new bypass in April 2016 and has been made worse by the recent opening of the Aldi store.

Marking the Route

The Bedford and Milton Keynes Waterway Park Trust is working to promote the development of a broad waterway with a cycle track along its whole length which will link the Grand Union Canal in Milton Keynes to the river Great Ouse in Bedford through a series of waterway parks.

This will bring significant and wide ranging environmental and economic benefits to the region as a whole, completing a missing link between the river Severn and the Wash.



Julian Polhill, High Sheriff of Bedfordshire, with Beryl Bennett, Director of B&MK Waterway Trust posing for photographs after the launch

On 10 July 2018 your Editor was invited to the launch of '**Marking the Route**' by the installation of unique wood carvings at the forest of Marston Vale's Forest Centre and Millennium Country Park. The Trust commissioned the carvings by local wood carving artists - Carrie Yuen and Tony Langston. They portray examples of wildlife that will live on, or near, the waterway and associated canal boat activities.

The carvings will create points of interest for visitors to the Millennium Country Park whilst enabling the trust to promote the route of the waterway in a most effective way.



Wood carvings along the route



Route of the proposed canal between the park and new development

Bedford to Bletchley New Trains

Abellio, the West Midlands Train operator of the Marston Vale Line (MVL) which runs between Bedford and Bletchley has ordered three new trains to replace the current single car Class 153 and two car Class 150. All three units will be maintained at the Bletchley depot to avoid the problems with the previous operator of having trains maintained in the Birmingham area.



The first train for the line (right) in new West Midland Train colours

The new trains have been given the Class type 230-D and converted by the train manufacturer Vivarail from old London Underground D-trains built in 1980 by Metro Cammell for the District Line.

They have been supplied as diesel units, with the capability to convert to battery units in the future and are designed to be quiet, green and clean using automotive standards and to reduce emissions and noise. Their interior has universal access toilets, USB sockets and modern 'airline' style seating.

The train's engines will automatically cut-out in stations to ensure a comfortable passenger environment and further cut emissions. The lightweight aluminium bodyshell also means the train uses less fuel and the superior acceleration will ensure swift and comfortable journeys.

The trains are currently running trials along the line and will start commercial service with the Winter timetable on 10 December 2018.

Each train will be able to accommodate up to nine bikes and/or buggies and should be a boost to cyclists using the line.

20mph Schemes

Bromham

A 20mph has been introduced along the whole length of Grange Road Bromham together with a number of calming features. The proposals aim to reduce traffic speeds in the vicinity of Bromham Lower School which changed to Bromham Primary School in September 2018, and address inconsiderate parking and generally provide a safer environment for all road users.



Kimbolton Road Brickhill

A temporary 20mph speed limit at the beginning and end of the school day is to be introduced in Kimbolton Road at the junction with Avon Drive and Rowallan Drive to improve the safety of pupils attending Brickhill Primary School in Dove Road. Improvements will also be made to the junction when the road is resurfaced shortly.

Road Resurfacing

As a result of a Government grant a number of roads have been, and are being, resurfaced making it safer for cyclists.

If you see a large pothole on your travels please remember to report it to the Borough by email at highways.helpdesk@bedford.gov.uk or online using the Reportit tool which is available for reporting all highways issues at <https://highwaysreporting.bedford.gov.uk/>.

Local Transport Plan Update

Bedford's first Local Transport Plan (LTP3) was introduced in April 2011 replacing the county wide LTP2 (2006-2011).

LTP3 is to be refreshed as LTP4 with the objective to tackle congestion and widen choice. The aim is to have a final draft by March 2019.

Investing in Cycling

Highways England claims that:

- Shifting just 10% of journeys from car to bike would reduce air pollution and save 400 productive life years
- Increase mobility of the nation's poorest families by 25%
- Save a third of road space compared to driving helping to cut congestion.
- Bike parking takes up 8 times less space than cars helping to free up space
- Bikes lanes can increase retail sales by a quarter
- With Danish levels of cycling in the UK would save the NHS £17billion within 20 years.

Inclusive Transport Strategy

The Department for Transport ran a public consultation between August and November 2017 on a draft **Accessibility Action Plan (AAP)**. The draft included 48 actions which were intended to address the gaps in existing provision which serve as a barrier to disabled people. In total, over 1000 responses were received and more than 100 people expressed their views at five public consultation events. Responses to the consultation were submitted by a mixture of individuals and organisations, including national and local disabled people's organisations and groups representing disabled people, local authorities, transport operators and regulators.

In July 2018 the DfT published its '**Inclusive Transport Strategy**' based on the responses received with the vision by 2030 for disabled people to have the same access to transport as everyone else.

On cycling it acknowledged that many people use a cycle as a mobility aid and stated that it would explore by 2020 the feasibility of amending legislation to recognise this use in order to increase the number of disabled people cycling.

It also said that although local authorities are responsible for the design of streets and open spaces they will consider ways to help them understand their duties and ensure they have the skills needed to deliver not only inclusive pedestrian environments but ones for inclusive cycle infrastructure.

The full document can be downloaded from:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/728547/inclusive-transport-strategy.pdf

In the context of an ageing global population, mobility experts are increasingly seeing cycling as a way to help people with disabilities move around cities independently. A bike can act as a "rolling walking stick"; yet looking at its owner you wouldn't know they had a disability: around 40% of disabled cyclists simply use a regular two-wheeled bike.

For two out of three disabled cyclists, riding a bike is easier than walking, easing joint strain, aiding balance and relieving breathing difficulties. According to recent research by Transport for London, 78% of disabled people are able to cycle, while 15% sometimes use a bike to get around.

In a survey conducted in Cambridge it was found that more than a quarter of disabled commutes were made by bike.

Late last year the charity, Wheels for Wellbeing published a **Guide to Inclusive Cycling**. This can be seen under:

<https://wheelsforwellbeing.org.uk/wp-content/uploads/2017/11/v2-Nov-2017.pdf>

Local Transport Note 2/08 Refresh

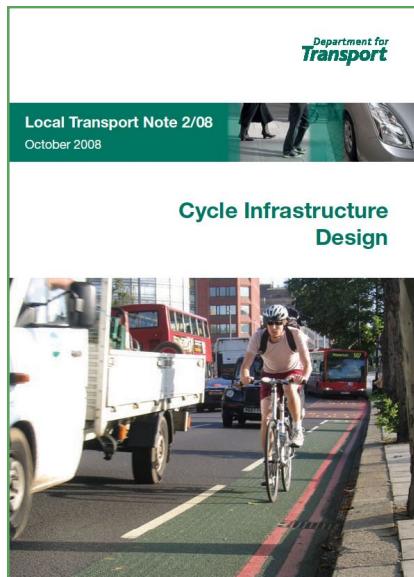
The Department for Transport's guidance for local authorities on designing good, safe infrastructure for cyclists is set out in Local Transport Note 2/08.

In line with the commitment made in the Government's Cycling and Walking Investment Strategy published in April 2017 which aims to increase cycling and walking and make these forms of transport '*the natural choices for shorter journeys, or as part of a longer journey*', the DfT is in the process of updating this guidance in conjunction with a team of key stakeholders and consultants to take account of developments in cycling infrastructure since its publication in 2008. It aims to publish a revised version by early next year.

In addition, the Department is also in the process of reviewing both the Inclusive Mobility and Tactile Paving guidance and has given a research contract to WSP (Williams Sale Partnership) to establish the scope of revisions needed. Research for this is anticipated to be completed later this year.

It is hoped that the refresh will ensure the guidance aligns to current legislation and provide best practice for use by all parties who design cycle infrastructure.

The team will also address future trends in transport, health and safety as part of WSP's global initiative, Future-Ready, 'to help projects to be prepared for tomorrow's world'.



Safety Review Consultation

The Department of Transport (DfT) on 12 August 2018 published a consultation document into a potential reform of the law to make a new offence of causing death or serious injury while cycling equivalent to existing offences for drivers..

It also announced on 22 October 2018 that it was reviewing the Highway Code with the aim of providing clearer guidance to motorists on how to overtake cyclists safely and reduce the number of close passes bike riders experience and to adopt the 'Dutch Reach' encouraging drivers to look over their shoulder before opening the door.

First World War Cyclists Remembered

2018 is the 100th anniversary on 11 November of the end of the First World War. In remembrance to The Army Cyclist Corps and in particular The Huntingdonshire Cyclist Battalions in which many Bedfordshire people enlisted, CCNB in 2014 published a short article 'First World War - The Army Cyclist Corps Remembered'. This can be seen at http://www.ccnb.org.uk/worldwar1_remembered.pdf

Local Cycle Rides Contact:

Cycling UK (CTC) - North Beds Section - (01234) 219148

Cycling Campaign for North Bedfordshire



Our Vision

To see Bedford as a
'Town of Cyclists' & 'Cycle Friendly Communities'

Objectives

- ◆ To promote, encourage and support cycling as an important means of transport and recreation.
- ◆ To encourage consideration of the needs of cyclists in all aspects of transport planning and management, access issues and recreational use.

Membership

Please contact us if you have any cycling issues or better still, consider becoming a member to give us added weight in our discussions with the relevant authorities. Write to:

Membership Secretary, c/o 15 Dove Road, Bedford, MK41 7AA

including your name, address, postcode, telephone number and e-mail address (if available) together with your subscription.

Single £3.00 (£13 for 5yr); Family £5.00 (£22 for 5yr)