

Cyclists Touring Club right to ride network

www.ctc.org.uk www.northhertsctc.org.uk www.sustrans.org.uk



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Press Release

Cycle access ignored in Baldock High Street works

CTC, Britain's largest cycling organisation, have written to Councillors expressing their dismay that cycle access has been ignored in the Baldock High Street works. "We welcome the landscape improvements in the High Street" said Alasdair Massie, the CTC North Herts representative, "but considering that £2.3 million has been spent, we are disappointed by the complete lack of thought given to cycle access. Most of the High Street changes are purely cosmetic; the only significant change has been to make Church Street and Sun Street one way - preventing access to the High Street by bicycle from the residential streets immediately to the North."

"The Hertfordshire Cycling Strategy¹ explicitly requires designers to maintain two way cycle access when closing streets or making them one way to motor traffic. There is no excuse for designers to ignore written policies on ANY street, but Church Street is part of a planned cycle route (NHDC route 3) connecting the southern parts of Baldock with the railway station. It was identified in the 1999 Cycle Network Plan² as well as in the Letchworth and Baldock Urban Transport Plan³, published less than two years ago"

"It isn't difficult to solve and we have sent councillors details of how to do it, but this should just not be happening. We put time, money and resources into developing these plans and strategies and then designers just ignore them. It isn't acceptable. Cycle access costs nothing if is incorporated when major street works are carried out. Now we are in a position where any improvements will need money to be spent digging up the paving that has just been put down. It is pouring public money down the drain and wasting golden opportunities."

"For all of the money that has been spent on roads around Baldock recently there has been little reduction in traffic. Traffic in the High Street fell by only 16% after the bypass opened (less than seasonal falls in school holidays) and on other streets, like North Road, traffic has actually increased by 20-30%⁴. We really do need to work harder to make our streets more attractive for walking and cycling, to make Baldock an attractive place to work and shop rather than just a big car park. Baldock's High Street is one of the widest in the country, if we designers can't find space for quality cycle access here then I am not sure what it says about them."

"We have recently had constructive discussions with County Engineers about improving cycle access from the Clothall Common Estate, but we need joined up thinking here. It is no good having decent cycle access to peripheral estates if people can't get to the High Street,"

¹ [Hertfordshire Cycling Strategy](#). HCC 2007. See Annexe 2

² [North Herts Towns Cycle Route Network Masterplan](#). NHDC 1999 See Part 2 Route 3.1

³ [Letchworth and Baldock Urban Transport Plan](#). HCC 2007 See Fig 10.5 and Table 9.3

⁴ [Baldock Bypass - One Year On](#). Report to HCC Highways and Transport Panel Nov 2007. See Fig 3.1.

CTC is the UK's largest cycling organisation with 70,000 members. Formed in 1878 we have actively campaigned for better, safer roads, both locally and nationally, since our inception. We have a large and active section for Stevenage and North Herts.



Problem...

View original problem [here](#)



...solved

View original solution [here](#)

Solution to Department for Transport Traffic Advisory leaflet [TAL 06/98](#) "Contraflow cycling"

Yours Sincerely

Alasdair DV Massie

Alasdair DV Massie Ceng MIStructE

CTC Right to Ride Representative, North Herts



Notes for editors:

1. [CTC](#) is the UK's largest cycling organisation with 70,000 members. Formed in 1878 we have actively campaigned for better, safer roads, locally and nationally since our inception. We have a large and active section for Stevenage and North Herts.
2. A copy of the CTC's letter to Baldock councillors and members of the Hertfordshire County Council / North Herts District Council Joint Member Panel for Highways is attached for reference.
3. Annexe 2 of the [Hertfordshire Cycling Strategy](#) includes clear instructions on maintaining two way cycle access through road closures and one way streets. Extract follows:

Checklist

6. **All new developments** should be **permeable** for cyclists, for example by the provisions of links between the heads of culs-de-sac, and have convenient direct connections to the wider cycle network and other roads. All connecting, traffic-free paths should be designed for shared use and be barrier free. Security for all users (and occupiers of homes and other premises) should be delivered by designs that provide natural surveillance of all off-carriageway links by being overlooked by the properties they are intended to serve.

Where feasible and safe:-

1. **Cyclists will be exempt** from all traffic regulation orders banning turns or **closing roads** and physical provision will be made for cyclists where necessary as a result.
2. **All one-way streets** will include **contra-flow cycling**.
3. Cyclists will not be excluded from **vehicle restricted areas** (including '**pedestrianised areas**') when introduced to improve the amenity of town centres and other locations.

[Hertfordshire Cycling Strategy](#) HCC 2007 Annexe 2