

## RECORD OF EXECUTIVE DECISION TAKEN BY AN EXECUTIVE MEMBER

This form **MUST** be used to record any decision taken by the Elected Mayor or an individual Executive Member (Portfolio Holder).

*The form must be completed and passed to the Chief Officer Democratic and Registration Services no later than NOON on the second working day after the day on which the decision is taken. No action may be taken to implement the decision(s) recorded on this form until 7 days have passed and the Chief Officer Democratic and Registration Services has confirmed the decision has not been called in.*

**1. Description of decision**

- To approve the extension of the Public Space Protection Order for Dog Control across the borough for a further three year period from the date on which the current order expires;
- To approve the extension of the existing Public Space Protection Order for restricting cyclists from cycling through the main pedestrian area of Bedford Town Centre for a further three year period from the date on which the current order expires.

**2. Date of decision**

1 May 2019

**3. Reasons for decision**

It is evident from the range of stakeholder and community consultation that there is broad support for the extension of the duration of the PSPO's. Extending the current PSPO's enables the Council and the Police to deal with cycling within the pedestrian areas of Bedford Town Centre and dog control across the borough and delivers a significant positive community impact and contribute to a safer town centre for visitors, businesses and residents of the area and those using the council award winning parks, play areas and green open spaces.

The existence and enforcement of these orders has helped the Council to address the issues that gave rise to the original orders but it is clear that members of the public continue to carry out the activities that the orders seek to prevent and the Council remains satisfied that activities of the nature specified in the restrictions in the orders have been carried out, or are likely to be carried out and, in the words of the orders:

- Are having a detrimental effect on the quality of life of those in the locality, or
- It is likely that those activities will be carried out in a public place within that area that will have such an effect
- The effect or likely effect of those activities is or will be persistent or continuing in nature, and
- Are such as to justify the restrictions to be imposed.

Further, it is considered that the extensions are necessary in order to prevent:

- occurrence or recurrence of activities identified in the order from taking place after the existing order expires, or
- the frequency or seriousness of those activities increasing after the order expires.

**4. Alternatives considered and rejected**

The alternative of not extending for a further three years or for extending the period for a period of less than three years have been considered and rejected as there is a need and public support to keep the Public Space Protection Orders in place.

#### 5. How decision is to be funded

Any financial implications of the recommendation to extend the PSPOs, for a further three year period will be funded from within existing resources. If changes were made to the PSPOs this would result in additional one off costs from removing or replacing the existing signage and again these will be funded from within existing budgets..

#### 6. Conflicts of interest

Name of all Executive members who were consulted AND declared a conflict of interest.	Nature of interest	Did Standards Committee give a dispensation for that conflict of interest? (If yes, give details and date of dispensation)	Did the Chief Executive give a dispensation for that conflict of interest? (If yes, give details and the date of the dispensation).

The Mayor has been consulted on this decision

JIA

Signed D. Hodgson Date 14/5/19 Name of Decision Taker ...Dave Hodgson, Mayor.....

This is a public document. A copy of it must be given to the Chief Officer Democratic and Registration Services as soon as it is completed.

Date decision published: .....16/5/19.....

Date decision can be implemented if not called in: .....24/5/19.....

(Decision to be made exempt from call in.....YES or NO.....)

## Bedford Borough Council – REPORT TO THE MAYOR

Date – May 2019

Report by - Chief Officer for Environment

SUBJECT – Review of Public Space Protection Orders (PSPO)

### **1      Executive Summary**

The Mayor is requested to approve the extension of the duration of the Public Space Protection Orders for Dog Control across the borough and Cycling Control in the Town Centre for a further three year period.

### **2      Recommendations**

**That the Mayor considers, and if satisfied, agrees to:**

- i.      **To approve the extension of the Public Space Protection Order for Dog Control across the borough for a further three year period from the date on which the current order expires;**
- ii.     **To approve the extension of the existing Public Space Protection Order for restricting cyclists from cycling through the main pedestrian area of Bedford Town Centre for a further three year period from the date on which the current order expires.**

### **3      Reasons for Recommendations**

It is evident from the range of stakeholder and community consultation that there is broad support for the extension of the duration of the PSPO's. Extending the current PSPO's enables the Council and the Police to deal with cycling within the pedestrian areas of Bedford Town Centre and dog control across the borough and delivers a significant positive community impact and contribute to a safer town centre for visitors, businesses and residents of the area and those using the council award winning parks, play areas and green open spaces.

The existence and enforcement of these orders has helped the Council to address the issues that gave rise to the original orders but it is clear that members of the public continue to carry out the activities that the orders seek to prevent and the Council remains satisfied that activities of the nature specified in the restrictions in the orders have been carried out, or are likely to be carried out and, in the words of the orders:

- Are having a detrimental effect on the quality of life of those in the locality, or
- It is likely that those activities will be carried out in a public place within that area that will have such an effect
- The effect or likely effect of those activities is or will be persistent or continuing in nature, and
- Are such as to justify the restrictions to be imposed.

Further, it is considered that the extensions are necessary in order to prevent:

- occurrence or recurrence of activities identified in the order from taking place after the existing order expires, or
- the frequency or seriousness of those activities increasing after the order expires.

## 4 Key Implications

### (a) Policy

#### Corporate Plan: - (themes taken from the 2017-21 Corporate Plan)

The Council's Corporate Plan 2017-2021, Bedford Borough – the place to grow, focuses on four goals to get the best for the people of Bedford Borough. The extension of the Public Space Protection Orders for Dog Control across the borough and Cycling Control in the Town Centre for a further three year period meets this goal. 'Enhance Places' – enhancing the local areas we are responsible for, and encouraging positive activities.

#### Bedford Borough Community Safety Partnership (CSP)

The extension of the PSPO would contribute to the Bedford Borough Community Safety Partnership (CSP) priorities regarding anti-social behaviour in the town centre and the fear of crime and anti-social behaviour, as well as the Borough Council Sustainable Communities Strategy and its aims of tackling anti-social behaviour and increasing public confidence in the delivery of community safety.

#### Sustainable Transport (SusTrans)

The extension of the PSPO would also contribute to the Sustainable Transport (SusTrans) Team objectives regarding appropriate use of sustainable transport within the town centre, transport which is used in a considerate and appropriate manner for all users of the town centre which does not compromise one group of users over another.

### (b) Legal Issues

Section 59 of the Anti-Social Behaviour Crime and Policing Act 2014 provides local authorities with powers to make PSPOs. These orders are intended to address activities carried out in public spaces which have a detrimental effect on the quality of life of those in the locality. The orders last for a period of up to three years.

Anyone who lives in or regularly works or visits the area can appeal a PSPO in the High Court within six weeks of issue on the grounds that the council did not have the power either to make the order or to include particular prohibitions or requirements, or that proper processes had not been followed as prescribed by the Act.

When making a PSPO, the Council must have particular regard to the Human Rights Act 1998 and must not act in a way which is incompatible with a Convention right. Human rights are enforced through existing rights of review and may therefore be taken as points in any challenge to the validity of any Order made by the Authority.

If Convention rights are engaged (as they are with the making of a PSPO) any interference with them must be:

- (a) In accordance with the law (the Council must be satisfied that the statutory conditions in Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014 are met)
- (b) In pursuit of a legitimate aim (in this instance the control of activities which, if not controlled, would have a detrimental effect on the quality of life of those in the locality) and
- (c) A proportionate means of achieving the legitimate aim.

The two issues which must therefore be addressed for each proposed restriction in the PSPO's are whether the statutory criteria are met and whether the restrictions proposed are proportionate having regard to the legitimate aim of preserving the quality of life for everyone who lives, works or visits Bedford.

Section 60 of the Anti-Social Behaviour, Crime and Policing Act 2014 allows a local authority to extend an existing order providing the extension is necessary in order to prevent:

- occurrence or recurrence of activities identified in the order from taking place after the expiry of the existing order, or
- the frequency or seriousness of those activities increasing after the expiry of the existing order.

The Council must also have regard to the public sector equality duty at Section 149 of the Equality Act 2010, which is as follows:-

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The Council must also have regard to Section 17 of the Crime and Disorder Act 1998 and consider the impact of their decisions and actions on crime and disorder in the local area.

**(c) Resource Implications**

Any financial implications of the recommendation to extend each PSPO for a three year period will be funded from within existing resources. If changes were made to the PSPO this would result in additional one off costs from removing or replacing the existing signage and again these will be funded from within existing budgets.

The key opportunity gained by extending the current PSPO's enables the Council and the Police (where requested by the Council in individual cases) to deal with cycling within the pedestrian areas of Bedford Town Centre and to deal with dog control issues across the borough, providing effective public services in respect of these areas within Bedford Borough and a high positive public perception impact.

**(d) Risk Implications**

There is a risk around increasing volumes of environmental crime and also council resources in clearing up dog fouling across the borough which will have financial implications. The consultation exercise clearly highlights still the concern that reckless riding by some of bicycles in Bedford town centre is impacting on the quality of life of residents and visitors. Near misses and the intimidation from cyclists could drive shoppers out of the town centre as the pedestrian area will be seen as unsafe for residents, visitors going about their daily tasks e.g. shopping.

Any authority that undertakes fixed penalty notices enforcement will need to ensure high standards across the service. This, in relation to the issuing of fixed penalty notices, means that there must be robust quality control systems in place to ensure standards and consistency. Poor practice or inconsistencies in application of the law may bring the authority into disrepute and undermine confidence in a service which aims to improve the quality of the local environment for all. Inconsistencies will also increase the likelihood of complaints being received.

**(e) Environmental Implications**

Actions to reduce 'environmental' crime like dog fouling will have a positive impact on the borough's environmental issues.

There is still a need to tackle anti-social behaviour together with wider community safety concerns where the intelligence identifies an issue. The proposal for extension of the cycling PSPO in this way positively promotes preventative education and enforcement.

**(f) Equalities Impact**

In preparing this report, due consideration has been given to the Borough Council's statutory Equality Duty to eliminate unlawful discrimination, advance equality of opportunity and foster good relations, as set out in Section 149(1) of the Equality Act 2010.

There are no equality and diversity implications in connection with the proposals that are set out in this report, and no differential impacts are reasonably foreseeable.

**5 Details**

The Council introduced two Public Spaces Protection Orders (PSPO) in 2016; a PSPO restricting cycling in the town centre of Bedford came into effect on 15th May 2016 for a period of 3 years and a dog control PSPO came in to effect on 27th July 2016 also for 3 years. The dog control PSPO covered:

- i) The Dog Exclusion Order.
- ii) The Fouling of Land By Dog Order.
- iii) The Dogs on Leads Order.
- iv) The Dogs on Lead by Direction Order.

The dog control order was amended on 22<sup>nd</sup> November 2017 to include additional areas and again on 20<sup>th</sup> April 2018 to remove the discount for paying any fine early. The cycling order was also amended on 20<sup>th</sup> April 2018 to remove the discount.

The Council's PSPOs are due to expire in 2019 and the Council is proposing to extend both PSPOs for a further three years. By extending the duration of the PSPOs the Council will be able to continue to take action against those individuals that commit this anti-social behaviour and ensure Bedford is a safe and enjoyable place to live, work and visit.

As set out above, section 60 of the Anti-Social Behaviour, Crime and Policing Act 2014 allows a local authority to extend an existing order providing the extension is necessary in order to prevent:

- occurrence or recurrence of activities identified in the order from taking place after the expiry of the existing order, or
- the frequency or seriousness of those activities increasing after the expiry of the existing order.

The evidence available to the Council and the responses to the consultation undertaken demonstrate that there is such a need. When it introduced these two orders, the Council was satisfied on reasonable grounds that the activities that were being carried out or likely to be carried out in the identified public space:

- has had or is likely to have a detrimental effect on the quality of life of those in the locality
- is, or is likely to be, persistent or continuing in nature
- is or is likely to be unreasonable and
- justifies the restrictions

Over the course of the periods that the Dog Control Order has been in force (July 2016) there has been 330 Dog fouling complaints received by the Cleansing service and 276 Dog control order breaches complaints received by the Enforcement unit. Throughout this period of time 39 fixed penalty notices have been issued in respect of dog control breaches. Over the period of time the order have been in place for cycling (May 2016) 1,853 fixed penalty notices have been issued in respect of cycling breaches.

It would have been open to enforcement officers to have issued further fixed penalty notices for both PSPOs if breaches had been observed at the relevant time. For example, reports of dog fouling having occurred in the recent past have been received from the public and from enforcement officers and a number of cyclists have been observed to cycle in breach of the cycling PSPO without enforcement officers being able to issue a fixed penalty notice. There is no doubt that such activities will continue and will inevitably increase if the PSPOs are not in place.

In the circumstances, there appears to be justification for extending the duration of both orders. Consideration has been given to extending the duration of the orders by a lesser period but, given the ongoing nature of the activities which the orders seek to address it is considered that a three year period for each, to replicate the existing periods, would be appropriate.

#### Consultation Exercise

In accordance with the requirements of the 2013 Act a consultation exercise was undertaken. The consultation period ran from 22<sup>nd</sup> March until 26th April 2019 and received the following responses as detailed in Appendix A: Results of the PSPO Stakeholder Consultation.

The survey was produced in conjunction with the Corporate Consultations Team and was available in paper format and on the council's website. The website was accessed at [www.bedford.gov.uk/pspo2019](http://www.bedford.gov.uk/pspo2019), the online response form was accessed at <https://forms.bedford.gov.uk/pspo2019>. The

consultation was also listed on the consultations database ([www.bedford.gov.uk/yourvoice](http://www.bedford.gov.uk/yourvoice)) and hard copies were distributed to libraries, the customer contact centre and Borough Hall reception. A consultation bulletin was also sent out (to circa 7,000 subscribers), along with a press release via the councils communication team.

Overall 215 responses were received to the consultation. Of the 215 responses (210 online, 5 via letter/ emails). They included responses from the following organisations.

- Bedford & District Access Group
- bpfa
- Brickhill Parish Council
- Clapham Parish Council
- Cycling UK Bedfordshire
- Cycling Campaign for North Bedfordshire
- Stevington Parish Council
- Wootton Parish Council

The Police, community groups and Parish and Town Councils were also made aware of the consultation exercise and correspondence was received from a number of the Parish Councils.

A report on the consultation exercise will be available on the Council's website and a copy of the results is attached as Appendix A. A high level summary of the consultation exercise is detailed below.

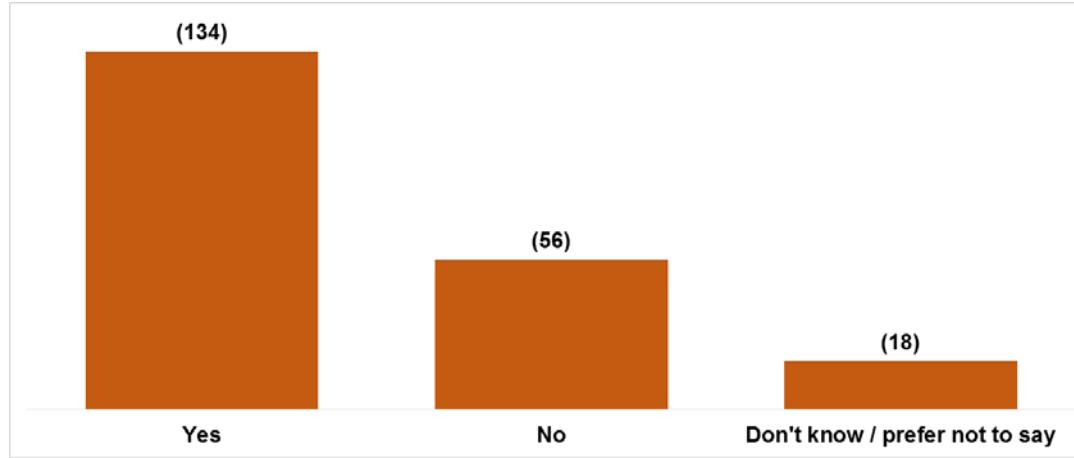
Overall 215 respondents completed the questionnaire.

#### PSPO for Town Centre Cycling restrictions

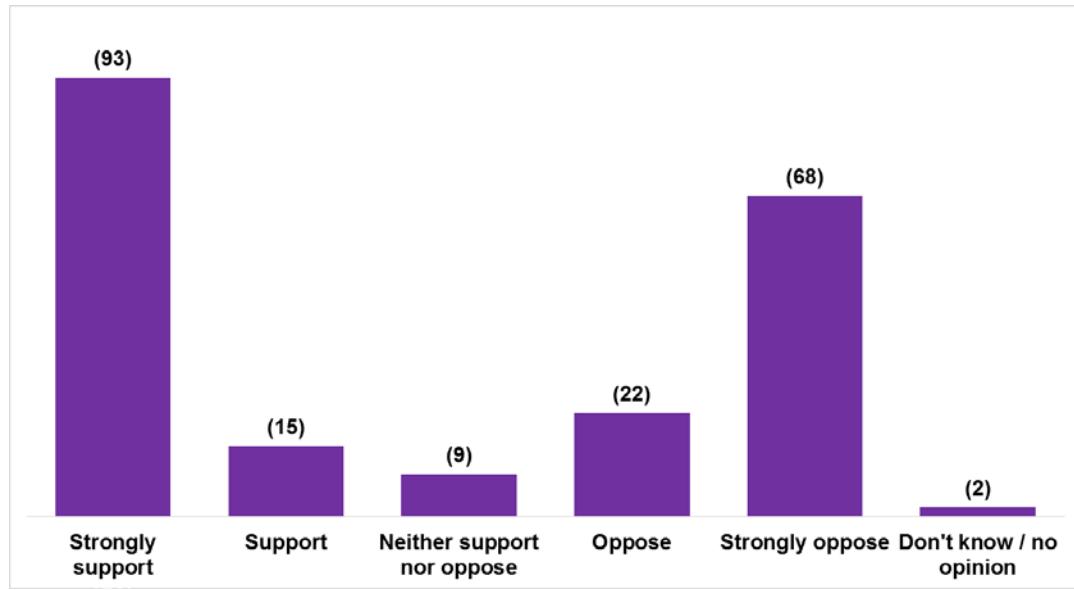
The results from the consultation exercise showed 108 people strongly supporting/ supporting against 90 people strongly opposing/ opposing the proposal for the extension of the PSPO for Town Centre Cycling restrictions for a further three years.

As part of the consultation a question was also asked:

Q- Have you witnessed anyone cycling in Bedford Town Centre (between the designated times (09:00hrs and 18:00hrs) in the last 12 months? 70% of people responded they had witnessed cycling in the town centre at these times still.



To what extent do you support or oppose the proposal for the extension of the PSPO for Town Centre Cycling restrictions for a further three years.



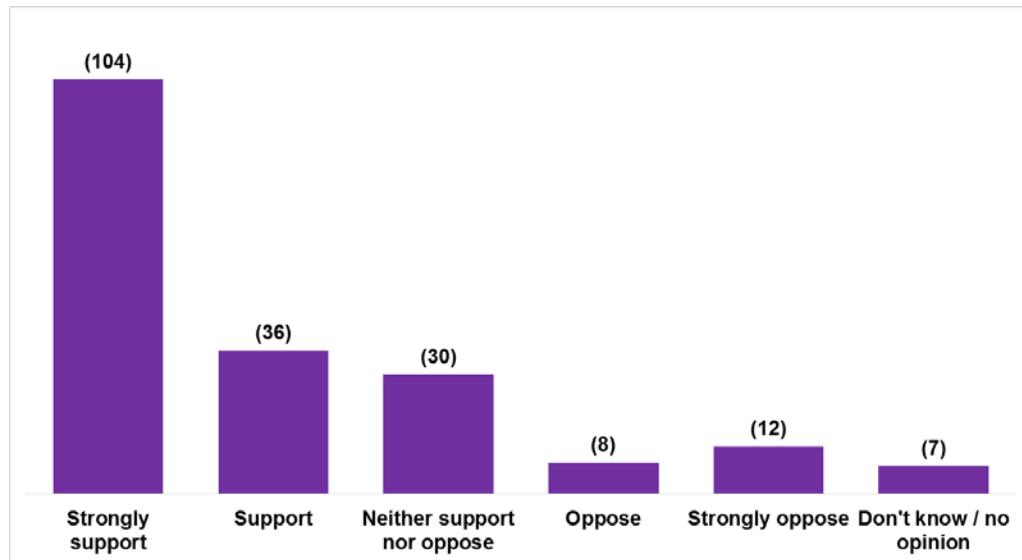
Some comments received included:

*“This action can be so intimidating especially as it has become a ‘craze’ for young cyclists to mask their faces and cycle fast through the town sometimes doing ‘wheelies’ etc.”*

*“Lack of consideration by cyclists riding at speed poses significant risks to pedestrian collisions”.*

## PSPO for Dog Control

The results from the consultation exercise showed 140 people strongly supporting/ supporting against 20 people strongly opposing/ opposing the proposal for the extension of the PSPO for Dog Control for a further three years.



Some comments received included:

*"Agree with dogs on leads in the town centre".*

*"Any enforcement of disrespectful dog owners is most welcome".*

*"This is dirty and unacceptable antisocial behaviour".*

### Communications

Ongoing communications are essential to ensure that the public understand the nature of the PSPO's and their conditions. This in turn will help to manage expectations regarding enforcement so communities are realistic regarding the response and understand it in the context of the wider demands placed on the council.

### Conclusion

It is evident from the evidence available to the Council and from the responses received across the range of stakeholder and community consultation that there is justification and broad support for the extension of the PSPO's. Extending the current PSPO's enables the Council and, where appropriate, the Police to deal with cycling within the pedestrian areas of Bedford Town Centre and dog control across the borough and has the potential to deliver a significant positive community impact and contribute to a safer town centre for visitors, businesses and residents of the area and those using the council award winning parks, play areas and green open spaces.

6

## **Summary of Consultations and Outcome**

The following Council Units or Officers and/or other organisations have been consulted in preparing this report:

Consultation has been undertaken with:

Deputy Mayor & Portfolio Holder for Environment and Transport  
Management Team  
Relevant Managers  
Finance  
Legal

No adverse comments have been received.

7

## **Ward Councillor Views**

Not applicable

Report Contact Officer: Paul Pace – Chief Officer Environment, [paul.pace@bedford.gov.uk](mailto:paul.pace@bedford.gov.uk) / ext. 47275

Previous Relevant Minutes: None  
Background Papers: None

Appendices: Appendix A: Results of the PSPO Stakeholder Consultation  
Appendix B: Draft PSPO Order (Cycling)  
Appendix C: Draft PSPO Order (Dog Control)

# **Public Spaces Protection Order Consultation Report**

## **May 2019**



## **Background**

The Council introduced two Public Spaces Protection Orders (PSPO) in 2016, a PSPO restricting cycling in the town centre of Bedford came into effect on 15th May 2016 for a period of 3 years and a dog control PSPO came in to effect on 27th July 2016 also for 3 years. The dog control order was amended on 22nd November 2017 to include additional areas. PSPOs are intended to deal with a particular nuisance or problem in a particular area that is detrimental to the local community's quality of life, by imposing conditions on the use of that area which apply to everyone.

The Council's PSPOs are due to expire in 2019 and the Council is proposing to extend both PSPOs for a further three years. By extending the duration of the PSPOs the Council will be able to continue to take action against those individuals that commit this anti-social behaviour and ensure Bedford is a safe and enjoyable place to live, work and visit.

The PSPO for cycling restricts cyclists from riding bikes through the main pedestrian area of Bedford Town Centre from 9am to 6pm.

The PSPO for dog control covers four key offences:

- The Dogs Exclusion Order: The effect of the Order is to make it an offence for a person in charge of a dog to permit the dog to enter or remain on any land to which this Order applies.
- The Dogs On Leads Order: The effect of the Order is to make it an offence for a person in charge of a dog to fail to ensure that a dog is kept on a lead on any land to which the Order applies.
- The Dogs On Leads by Direction Order: The effect of the Order is to make it an offence for a person in charge of a dog to fail to put that dog on a lead under the direction of an authorised officer on any land to which the Order applies.
- The Fouling of Land by Dogs Order: The effect of this Order is to make it an offence for a person in charge of a dog to fail to remove faeces forthwith from any land to which the Order applies.

## **Methodology**

The consultation ran from 22 March until 26 April 2019. Comments could be received via an online response form, email, or post. It was promoted in the following ways:

- Dedicated webpage at [www.bedford.gov.uk/pspo2019](http://www.bedford.gov.uk/pspo2019)
- Hard copies of the consultation placed at libraries, Borough Hall and the Customer Contact Centre
- Email sent to key stakeholders (cycling groups, dog groups Town & Parish Councils etc..)

- Included in the 'You Voice, Your Views' email bulletin (circa 7,000 subscribers)
- Promoted via the Council's Twitter @bedfordtweets

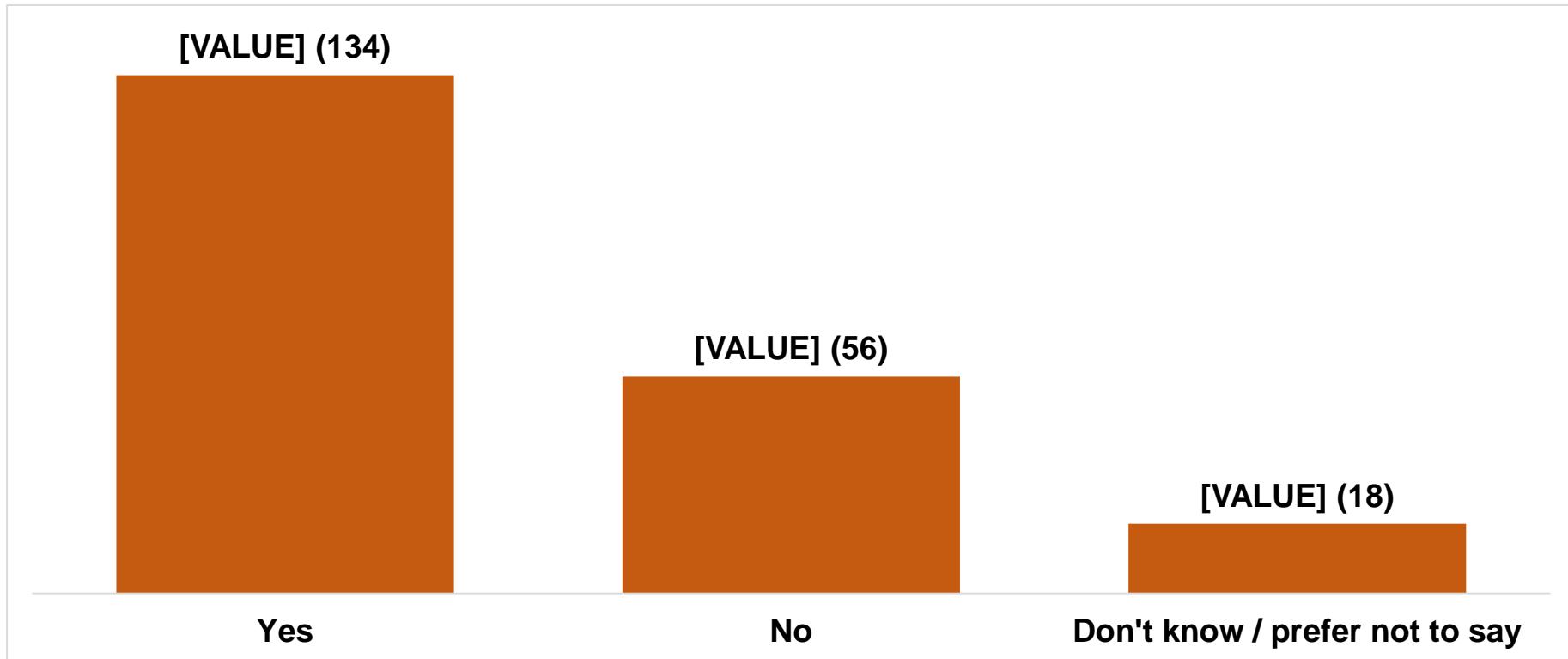
## **Response**

Overall 215 responses were received. 210 came via the online response form and 5 via letter / email. They included responses from the following organisations.

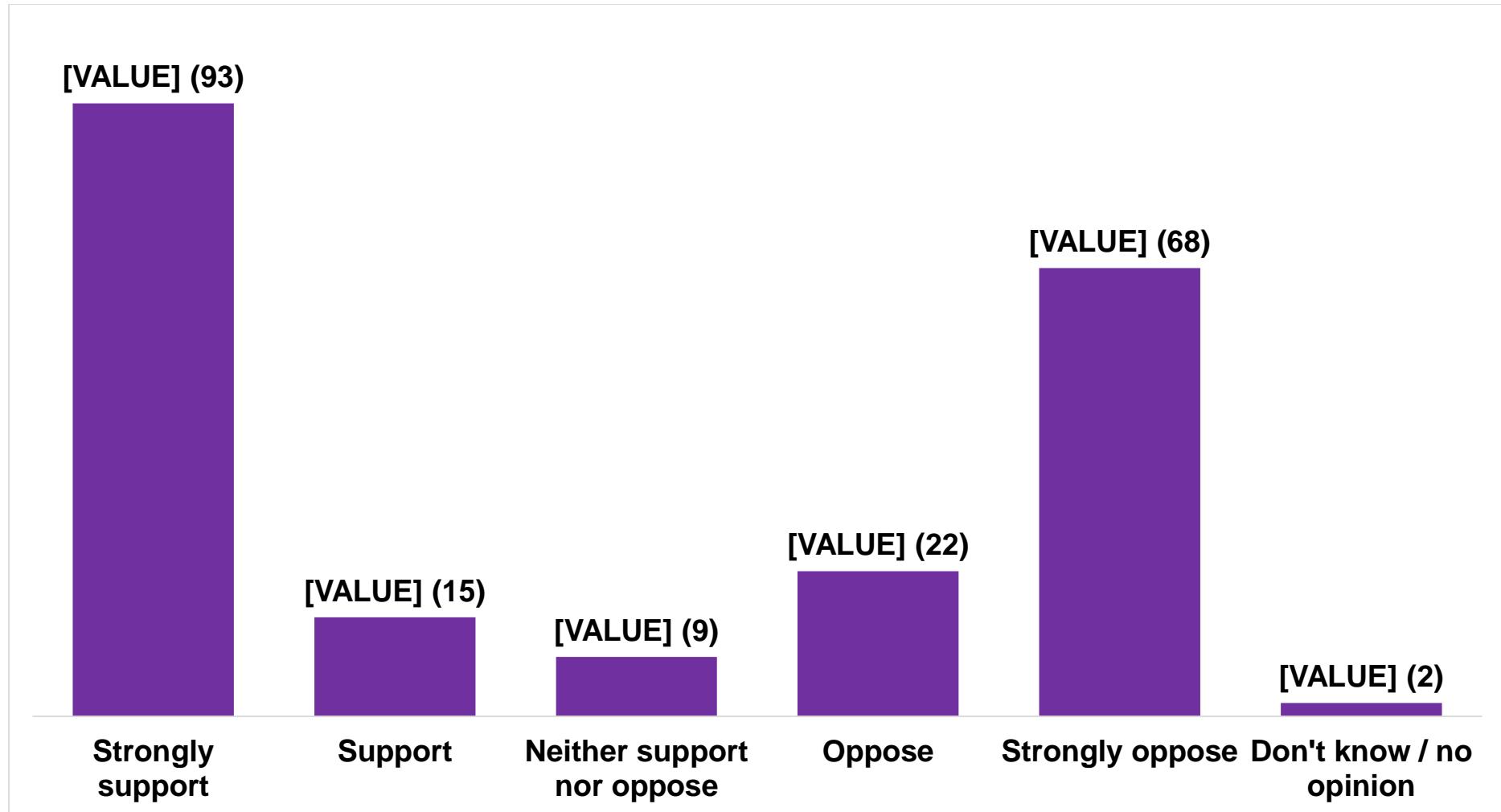
- Bedford & District Access Group
- bpha
- Brickhill Parish Council
- Clapham Parish Council
- Cycling UK Bedfordshire
- Cycling Campaign for North Bedfordshire
- Stevington Parish Council
- Wootton Parish Council

## **RESPONSE FORMS**

**Have you witnessed anyone cycling in Bedford Town Centre (between the designated times (09:00hrs and 18:00hrs) in the last 12 months?**



To what extent do you support or oppose the proposal for the extension of the PSPO for Town Centre Cycling restrictions for a further three years.



**Please give any comments, ideas or alternative ideas you may have in relation to cycling in the Town Centre.**

*I'm a responsible cyclist and find it a pain not to be able to ride in the pedestrian section of the town. Can the enforcement officer fine and exclude cyclist who are causing problems.*

Individual

*It's certainly necessary to clamp down on aggressive and dangerous bicycle riders in the pedestrian areas.*

Individual - Resident

*I think encouraging cycling should be the priority. With the extremely high level of bike theft in the town, more action against bike thieves would be a better use of money. Cycling is not a criminal activity, the signs relating to the ban are very hard to find, enforcement officers apply fines in ridiculous circumstances, even where cyclists are moving very slowly and Carew with their feet on the floor. I'm embarrassed and ashamed that our town's version of the Barclays bikes in London is to slap large fines on people trying to get through the town using sustainable transport.*

Individual - Bedford

*This action can be so intimidating especially as it has become a 'craze' for young cyclists to mask their faces and cycle fast through the town sometimes doing 'wheelies' etc. Issuing public protection blue coats with the means to stop and fine offenders. More police presence on the streets so more govt. funding for police - crucial.*

Individual - Bedford Borough resident and dog owner

*It's pointless having a pedestrianised area if this doesn't also cover bikes. People shouldn't have to constantly watch out for bikes whilst they out shopping. They are a nuisance and a danger, especially to the elderly, children and people who are not mobile enough to leap out of their way at a moments notice.*

Individual - Resident

*All entry points of the Town Centre must have clear signboards displayed with picture and words mentioning: "No cycling and the designated hours (9 AM to 6 PM)"*

Individual - citizen

*Lack of consideration by cyclists riding at speed poses significant risks to pedestrian collisions.*

Individual - Resident

*Please extend this to mile or so around the train station. I don't mind respectful cyclists - some roads are busy and dangerous - but don't like cyclists who think they have priority on a footpath. However, no point in introducing a rule which is not enforced*

Individual

*children under 14 years of age should be excluded from the prohibition*

Individual

*More visible signs and designated cycle lanes on the roads around the Town Centre*

Individual - Resident

*This needs to be enforced with more information notices*

Individual

*The order should be extended to include scooters and skateboards.*

Individual - Resident of the Borough

*It has improved pedestrian safety for Harpur street and the Harpur end of Midland road significantly in my opinion*

Individual - Resident of the borough

*cycling through pedestrian areas is dangerous and has been illegal since 1836. we need to keep it going, and protect our townsfolk.*

Individual - Long-term resident, and parent.

*I am strongly opposed to an extension of the PSPO. Cycling is not in itself anti-social behaviour. I do not consider it "unreasonable" behaviour in the wording of the Act to cycle carefully through the pedestrianised area, if it is not busy, and if it is safe to do so. I fully support action against dangerous or reckless cycling. However, the practical effect of this PSPO is to discourage all use of bicycles for trips to or through the centre of town. This increases air pollution and congestion from increased car use. Continuing to ban all cycling is incompatible with the Council's recent declaration of a climate emergency. The signs advertising the restrictions are placed very high, out of the eyeline of cyclists. Visitors to the town, not expecting cycling to be banned, are caught out and fined £75. This is a large amount of money, for an activity which is not anti-social. It is not an appropriate welcome for visitors on bikes, and Bedford is one of only a tiny number of towns to enforce such a restriction. Alternative ideas: I would support the PSPO being amended to ban dangerous or reckless cycling only. Indeed, any other more targeted measure that prevents the actual anti-social behaviour the council wishes to take action on, without also banning normal, considerate cyclists.*

Individual - Resident (non-cyclist!)

*Do not intimidate any first time offender please!*

Individual - cyclist

*Why are you limiting access to the town centre to cyclists ? The issue is not how they get to the town centre but how they behave when they are there surely. Cycling is healthier, and reduces traffic.*

Individual - Resident

*I am an experienced professional road safety specialist, Fellow of the Society of Road Safety Auditors. There is no evidence that banning cycling in town centres improves safety and lots of reasons to oppose such a ban, for example people cycling between the bus station/rail station and areas east of Bedford are forced to ride on dangerous roads with no protection. evidence shows (Ref TRL report) - in towns all over UK and the world - that when areas are busy, respectful cyclists slow and dismount. disrespectful cyclists will be reckless whatever the law says, so this ban penalises law-abiding cyclists because it forces them onto longer and more hazardous , no improvement in pedestrian safety. If the council is interested in evidence-based decision making and policy (rather than uninformed knee-jerk instinct), it will abandon the ban and encourage cycling which provides independence of travel, better health (see World Health Organisation HEAT tool) with substantially lower mortality and morbidity. Making cycling difficult without any evidence of better safety outcomes tells cyclists you don't care about their wellbeing and health, or access to services. Please reinstate cycling in the town centre for safer cycling, lower health/care costs (the council will benefit financially) and emissions-free travel which benefits us all in air quality. Thank you!*

Individual - resident and specialist in road safety

*I am aware of a young German woman who shortly after arriving to stay in Bedford for a few months unwittingly sat on her bike without yet having moved and was fined £75 for doing so. That kind of enforcement that pays no regard to the circumstances is why I oppose this order. Bicycles are predominantly ridden by young people and we need to encourage that not squash it by taking a hammer to crack a nut. I am sure there are some people who ride their bike in an antisocial manner but most people do not. We do not need new laws to restrict antisocial behaviour. There are plenty of those already. The money spent on the officers to enforce this law would be better spent on controlling the speed of drivers in Bedford. That would then make it safer for cyclists to use the roads and less necessary to wish to pass through the shopping area in an effort to keep off the roads. A win-win. A further better use for the money used to enforce this order is the much bigger problem of littering, which is so widespread in Bedford. Let's see some orders and enforcement of that instead.*

Individual - Resident

*It is obviously the right thing to do, I remember the old cycling proficiency test was very clear on the issue. Policing the order is the largest challenge as most just cycle away, and the cost of employing more enforcers would be difficult to justify. I would suggest that making the pedestrian area of the town centre "unfriendly" to cyclists/skateboarders would be the most effective, from both a efficiency and cost perspective. What I means by "unfriendly" is a creative collection of obstacles such as bumps, uneven surfaces, street furniture..etc. Obviously you would have to be mindful of push chairs etc.. but with a little thought I'm sure you could come up with a design that changes our town centre from the straight lined rat run to a more enjoyable windy stroll.*

Individual - Business owner / Dog owner

*I do strongly support the PSPO regarding cycling in the town centre. It angered me that some cyclists (mainly young males - most often teenagers and 20s) totally disregard this restriction. However I think it is true to say that I have noticed considerable reduction of individuals breaking the PSPO and town-centre cycling ?? I hesitate to be a 'control freak' - however, there are still a significant number of cyclists who hurry thru the restricted streets before 9:00am when there are quite a lot of pedestrians (even at 8:00am there can be a lot of pedestrians) - but especially on market days - lots of stall-holders partly blocking those roads (esp Midland Road) with their partially assembled stalls - PLUS !! Their Large Vans.*

Individual - Cyclist and Pedestrian

#### *ENFORCE THE LAW*

Individual - RESIDENT OF THE BOROUGH CYCLIST

*Extend it to all streets in the town. I have nearly been run down by cyclists on several occasions on Goldington Road, between Tesco's & the town centre (not on the designated cycle path!). They generally without lights and are upon you without any warning. The existing law needs to be enforced. Cycles should use the road or a designated cycle path where they exist*

Individual - Resident

*That the Enforcement Officers patrol singly, thereby covering the area more thoroughly, instead of standing together in one place, and chatting with one another; today I encountered three officers doing that.*

Individual - Resident of the Borough

*The vast majority of cyclists conduct themselves safely and considerately. Your own consultation demonstrated that inconsiderate and dangerous cyclists are in a minority. Cycling is also something that the council should be encouraging, not restricting. It is therefore inappropriate to maintain a blanket ban on cycling in the town centre. An approach that allows for the discretion currently allowed for general cycling on pavements, ie. enforcement only against cyclists who are acting in a dangerous or inconsiderate manner, would be a more proportionate response.*

Individual - Resident, pedestrian & cyclist who is sick of inconsiderate dog owners.

*I am more concerned about cycling on the footpath in the High Street.*

Individual - Bedford

*Cyclist should respect pedestrians, when walking out and about with young children i have found they dont, as if they were the owners of the pavement, there is not enough space for people, prams, dogs AND bikes, they shouldnt be allowed on pavements.*

Individual - resident

*The scope of this order needs to be widened. Cyclists regularly cycle on the pavement over the Town Bridge. Some do so in a considerate manner but many ride very fast, too fast for the conditions. Many do not have bells to warn pedestrians of their approach. An example : On Thursday 21 March at approx 10 am two cyclists rode north up , the high street from the market end , one riding on the pavement of each side, and when their way was impeded by the numbers of pedestrians , simply switched to the road riding against the traffic. Traffic was very light so there were no near misses or similar issues.*

Individual - Resident

*Banning cycling is using a sledgehammer to crack a nut. Cycling should be encouraged, perhaps with a 5mph speed limit in busy pedestrian areas, and on restricted joint cycling/pedestrian marked areas.*

Individual - cyclist, occasional dog (owner)

*Larger or more signs as some cyclists seem unaware of restrictions*

Individual - Resident

*Could we find some way to stop cycling on the pavement anywhere in town? There are far too many people who don't use the cycle lanes provided, and in fact get abusive if you happen to get in their way.*

Individual - Resident

*Challenging an offender usually results in a torrent of verbal abuse. Assume there are not enough enforcement officers.*

Individual - Resident who enjoys the parks

*Its utterly ridiculous to stop people cycling through the area, not only stop them but fine them, when we should be doing more to encourage cycling and less traffic on the roads. Mind you, the policing around here is so poor that the bikes end up getting stolen in broad daylight when locked up anywhere in town, so its a lose-lose for the cyclists.*

Individual - A dog-owning, cycling, car-driving, cantankerous father of 3 who resides in the confines of this weird and wonderful place

*The effect of the order is not to make anyone safer as far as I can see. Respectful, law-abiding cyclists (of which I count myself one!)are forced onto the dangerous one-way system while reckless cyclists (often young men) speed through and will not stop for the enforcement officers. I have twice witnessed sensible middle aged cyclists coasting gently to a stop who have then been apprehended and fined by enforcement officers, while teenage boys/young men have zipped past laughing. I also feel the PSPO is discriminatory in making the town less accessible to those on low incomes who are more likely to cycle. We need meanwhile to do everything to incentivise cycling for local health and for air quality.*

Individual - Bedford

*The Cycling Police have been effective and whilst they have not eliminated cycling in the town centre it has reduced. I do not think that cycling should be permitted before 9am and after 6pm. The former time is when people are walking to work and the latter is when people and children are still in town. I have seen, on a number of occasions, cyclists riding too fast through the town and weaving around people and children, it is extremely dangerous.*

Organisation - Bedford & District Access Group

*As an elderly person both my wife and I have almost been knocked down by inconsiderate cyclists in the Town Centre in recent months.*

Individual - Resident of the Borough

*On a couple of occasions I have narrowly missed being knocked over by speeding cyclists in the pedestrian area . They were travelling so fast the " person/officer" dedicated to stop twas not able to stop them. Not all travel so fast however it is still not a good idea to have cyclists travelling on their bikes in the pedestrianised zones. Children, Vulnerable & older people are put at risk.*

Individual - Resident & sometime cyclist

*This is a truly awful anti cycling policy. The people I see cycling are kids who just carry on and the people who get punished are those who chose not to use the obscene amount of free parking offered. I have seen people cycling at no speed getting fines for causing an apparent "public order offence". It's also a ridiculous charge of £75, more than any parking fine in town. It's an anti active transport policy while the town suffers from the effects of the awful congestion and pollution. Get rid of this stupid draconian policy*

Individual - Resident & Cyclist

*The roads are far more dangerous for cyclists. Please don't put careful cyclists' lives in danger by forcing them onto roads, nor discourage people from trying to use healthier and more environmentally friendly modes of transport. The St John's roundabout is particularly dangerous for both cyclists and pedestrians - there should be two more safe crossings there: one at the top of St John's Street near the roundabout and another on London Rd near the roundabout. This would make it safer for pedestrians, encourage more walking and cycling into town instead of using cars, and cyclists could have safer options for crossing the roundabout if they prefer (I've seen a cyclist knocked off his bike on this roundabout, plus many near misses of pedestrians and particularly people on mobility scooters who are less visible to driver's)*

Individual - Resident, cyclist, pedestrian, parent of young child

**HAS THE HIGHWAYS CODE BE CHARGED TO ALLOW CYCLING ON THE PAVEMENT IF SO WHEN WAS IT CHARGED IF NOT WHY ARE WE ALLOWING IT TO HAPPEN IT IS VERY DANGEROUS TO ELDLY AND DISABLED PEOPLE.**

Individual - RESIDENT OF THE BOROUGH AND DOG OWNER

*Thank you for making this public space safe for elderly, young and vulnerable people. I hope this can be continued.*

Individual - Resident, grandmother of two grandchildren. I do not want them to get dog mess on them as it is unhealthy and horrible smelling.

*This questionnaire speaks of cycling in the town centre. I must assume that what is meant is cycling on footpaths and other places where cyclists may cause harm to footway users. I believe that this needs to be specific. The Borough needs to encourage cycling, including within the town centre. What strategy is it taking to ensure that cycling is encouraged, but anti-social cycling habits - such as groups of young people cycling along busy pavements to avoid the one-way system. What protections is the council proposing to protect cyclists from other heavier traffic? I work all over Europe and the restrictions in this country, and in this town, are confused and not apparently part of a comprehensive and co-ordinated strategy.*

Individual - A resident of the borough. I also happen to be a dog-owner, and used to be a cyclist. I am still a car driver.

*Fixed penalty schemes are open to abuse and this blanket ban really only affects those going very slow speeds and paying attention to people (telling them to stop) Those who tank through at full speed dont care , wont stop and will avoid the penalty which is very heavy at £75. If people are riding dangerously then do them for that not ban everyone. I have never really looked but dont remember seeing signs giving the designated times which until now I was not aware of*

Individual - I use the town centre , resident

*The trouble is, the young cyclists who whizz through never get stopped by enforcement officers but old ladies gently coming to a cycle-rack to park get threatened with big fines. Personal experience!*

Individual - cyclist, dog-owner, resident of borough

*That a restriction be placed to prevent cycling along the pedestrianised length of Lime Street (adjacent to Clare Court) and High Street pedestrian crossing. I have a few near misses from cycles/pedestrians along here as cyclists attempt to "shoot the lights".*

Individual - Former cyclist and dog owner, Bedford resident.

*Needs to be enforced!*

Individual - Resident of the Borough. Not a cyclist. Not a dog owner.

*It needs to be extended to cover more areas. Cycling on pavements is a real problem throughout Bedford*

*Its a nice idea but hard to police & stop everyone, one option that might help is to have some form of reg number on bikes so they can be identified on camera & fined accordingly + it's about time that bikes had compulsory insurance in case they crash & cause damage to people or property...*

Individual - regular visitor

*Never seen any enforcement officer in town very often you see youths riding around silver street front wheel in air*

*I would be inclined to see the times of restrictions reduced.*

Individual - Resident, dog owner, cyclist

*We need to do all we can to make cycling easy for people. we are facing a climate emergency.*

Individual - Resident

*It's seems that the only people that are fined are the easy targets ie the cyclists who ride with care to others and have not seen the signs. The youth who have no consideration for pedestrians cycle at speed and avoid the enforcement are the ones that need catching and dealing with. Perhaps a warning to the easy targets would be a better way to educate them. The fine is also extortionate compared to other traffic related offences. I also think that the enforcement officers should smarten themselves up they look a scruffy bunch and they are representing the Borough after all.*

Individual - Resident of the Borough, cyclist and pedestrian and have lived in Bedford for 66yrs.

*ONLY if they are cycling on the footpath - otherwise they should be left alone. Cars and their drivers cause far more problems. How about bringing in a Borough wide PSPO for cars parking on verges and footpaths??*

Individual - Resident, cyclist, pedestrian and car driver.

*In other towns cyclists and pedestrians are able to live and move around side by side (have a look at what they do in fort william) and yet in bedford there are unnecessary punative measures for cyclists. The problem is the pedestrians who wander around paying no attention to their surroundings , playing their mobile phones and wearing headphones. They will never learn how to coexist if they are cosseted by pedestrian areas and yet they are a danger to themselves and dont even know how to cross a road safely. Setting aside a town centre for these selfish people is doing nobody any favours. Cyclists are trying to get from one place to another and in most instances they are careful and considerate in the way they cycle ... but the council in bedford punishes them and wants to stop them from cyclung in safe areas and force them onto the roads, which arent safe for cyclists. The cycling routes in bedford are poor and disjointed and do no favours to cyclists and they increase congestilon. Cut the cyclists in bedford some slack, let them cycle through the town and make the ignorant pedestrian take responsibility for tbeir own behaviours. .*

*The council should be doing more to encourage cycling in Bedford, not restrict it. The council should come up with a way of providing <safe> cycling around town and restrict vehicles, not bicycles. There are so many ways Bedford could be made a better, safer place to cycle and the council is not doing enough - the PSPO is an easy way out dealing with this.*

Individual - Resident of Bedford

*It's fairly common sight to see cyclist hurling verbal abuse at pedestrians for walking on pavements. Inclusion of pedestrians priority on walkways and pavements would be welcome addition*

Individual - living in Bedford, cyclist & owner of three dogs

*There's a need to reconcile two opposing views: (1) we want to encourage cycling; (2) we need to segregate cyclists and pedestrians (and both from motor vehicles). The ideal would be to allow cycling in the pedestrianised area if (a) specific cyclists-only (no pedestrians) lanes can be created and (b) there are patrols and strict punishments for cyclists riding in pedestrian areas and pedestrians walking on cycle lanes.*

Individual - Resident, pedestrian, cyclist.

*There seems to be an impression that only soft touches are picked on to be fined. There are a group of boys who cycle doing 'wheelies' which is very aggressive and unsafe who seem to get away with what they want.*

Individual - cyclist

*If the pedestrian area is not busy then there is no problem with people cycling through at a sensible speed i.e. being aware of pedestrians around them and able to stop if necessary. Cyclists should give way to pedestrians in this area.*

Individual - Resident. Cyclist and pedestrian.

*cyclists have become an ever increasing menace and as they carry no insurance could be responsible for nasty accidents. The trouble is that no-one knows of these orders so please, as part of the renewal process put some teeth into getting people to know/be fined for not following the rules.*

Individual - A Bedford citizen wishing to enjoy life without the hazards of cyclists and out of control dogs

*We want to encourage cyclists to use the town centre shops as much as we want to encourage drivers by giving them free parking*

Individual - I am a resident and a cyclist.

*Too many cyclists opt not to dismount when they pass through pedestrianised areas during the day, preferring to weave in and out of the general public (often at high speed). This puts the elderly, children and the disabled at risk. A cyclist collided with me on the pavement in Bedford High Street at midday - it was a painful experience.*

Individual - resident

*I consider that cycling at a low maximum speed of say 8mph should be allowed at all times in the town centre. This can then be policed objectively without fear or favour, and is fair to all, both cyclists and pedestrians, disability scooter users etc. The present Order does nothing practical to make the pedestrian areas safe from irresponsible and to all intents uncatchable reckless cycle users. The present Order also discriminates, perhaps accidentally, against the many responsible cyclists like myself with disabilities who want to use their bikes to access shops without carrying shopping far on foot or struggling to push their bike. This will apply more and more with the spread of electric bicycles. It is also important to note that the town centre is a safer route for cyclists to and from the railway station than the peripheral roads. Bedford must be careful to avoid discouraging environmentally friendly modes of transport in any way whatsoever as the tipping point for climate change is now less than 12 years away.*

Individual - cyclist, parent, person with a long-term inherited health condition.

*This can only work if it is rigidly enforced.*

Individual - resident

*I strongly support extending the current ban on cycling in the town centre under its current layout and use. I do however strongly believe that cycling needs to be positively encouraged in and through the town centre for multiple reasons (health, congestion easing, attracting more people into the town centre, pollution etc). To that end I would like to see a focus on creating dedicated cycle routes and parking provision which shows equal emphasis on safety to that of pedestrians in the town centre area.*

Individual - Resident, cyclist

*For safety reasons I fully support the restriction of cycling in the pedestrian areas in the town centre. The problem is it isn't advertised and will be difficult to police as it is difficult to police now. Nevertheless I am in favour of it.*

Individual - Resident

*Stricter control and heavy fines for cycle abusers.*

Individual - Resident of the Borough

*I am a cyclist who adheres to the rules and hate nearly being knocked off my feet in my lunch break when walking in the town centre.*

Individual - Resident

*It's Ok to cycle through the town centre in a controlled manner.*

Individual - Resident cyclist and anti- dog ownership

*I fully support this to extend for another 3yrs, its annoying and dangerous to pedestrians with cyclists thinking its ok to ride through and sometimes at speed.*

Individual - resident of Bedford

*Put cycleways to cycle parks, opposite Beales, these could be joint with Motorized Buggies keeping pedestrians safer.*

Individual - cyclist

*Cycling is to be encouraged. A blanket ban is not appropriate, a considered approach would be shared infrastructure with a 10 mph speed limit for bikes and ban walking whilst reading a mobile phone, or stepping in front of moving cycle traffic without looking.*

Individual - A resident of the Borough, a cyclist who does not own a dog, who tries to limit car use to the minimum.

*The exclusion order finishes too early and prevents cyclist crossong the town centre on theor way home form work especially if coming from the station which can be areal nuisance as its along way to push a cycle through a deserted town cente, I would imagine a slightly later start say*

09.30 would also be more productive. getting across Bedford by road on a cycle is too complicated and the way through the pedestrian area is a more logical and productive route.

Individual - Cyclist pedestrian occasional car user

*I agree in principle with the presumed logic of the restriction: to prevent those who would cycle through the Town Centre in a manner which would be dangerous to pedestrians from doing so. (The people to whom I refer generally exhibit four distinguishing characteristics: they are male, under 20 years old, cycle in groups of three or more, and perform 'wheelies' at every available opportunity even when eminently idiotic.) However, the only instances I have ever known of cyclists being fined for the offence have been those who pose no threat whatsoever to the safety of pedestrians: the implementation of the spirit of the restriction is therefore beyond impotent and simply persecutes those who are using their bikes safely and responsibly, usually without any awareness of the restriction until it is too late. I would strongly support a restriction against, for instance, reckless or dangerous cycling. However, it might be more realistic to face the fact that the 'authorised person' almost always lacks the wherewithal to apprehend the real culprits, and therefore scrap the restriction altogether. £75 also seems completely disproportionate when in many instances a warning would suffice. Given the apparent popularity of skateboarding in Bedford, perhaps the Borough Council should consider the merits of a skatepark nearer the town centre, where skaters and cyclists could be encouraged to entertain themselves without posing any threat or nuisance to the public.*

Individual - Resident and keen cyclist.

I think the penalties are too harsh for the 'offence'. The fines are much higher than parking offences with no reduction. The signage states that fines are up to £75 yet the maximum is charged if an offender is caught. Despite attempts to encourage cycling I think this initiative doesn't encourage people to want to come to Bedford when they are under the scrutiny of enforcement officers whom seem to relish catching people. *The signage isn't clear, many people are unaware of the initiative so cyclists should be warned initially and only fined a lesser amount if they repeat the 'offence'. Eye level, prominent signage would help. The signage is definately not clear enough. Perhaps some clear warning signs at eye level by the bike racks or a small campaign in the town centre promoting the pedestrian only area.*

Individual - Resident

*The fine of £75 is so absurdly disproportionate that it merely causes a backlash of antagonism and brings the entire idea of restricting cyclists into disrepute. I am extremely law-abiding. I never get speeding tickets or parking fines, and have never knowingly or deliberately broken the law. I am also committed to saving the environment, and consequently travel by bicycle whenever I can, never using a car for less than about three miles. I happened to be on my bicycle just within the restricted area – without my knowledge – going past Tesco's, at about 5mph (barely more than walking pace), unaware that I was doing anything wrong. (As it happens, my mind was distracted as our daughter had just been admitted to hospital, where she was to stay for nearly six months, so I was very worried about her.) I was flagged down, so naturally I stopped. If I had been aware I was doing anything wrong, or less law-abiding I would simply have sped off: the officer would never have been able to catch or identify me. Not only was I fined £75 on the spot, without any prior warning or caution, but when I said I considered this unreasonable I was treated to behaviour I found threatening, and told if I objected I would have to pay £1,000 fine. The same happened when I rang the number given and said I wished to appeal. I was told there was no appeals process, and if I attempted this I would be fined £1,000. For what?*

*Trundling along, slower than a child might run. I was so shaken and shocked, I told the next few shops I went in. The assistants I spoke to were all also outraged, and pointed out that such an enforcement is absurd: the kind of behaviour which such a bylaw is designed to curb could never be prevented in this way because the officer wouldn't be able to catch anyone genuinely guilty of anti-social behaviour, so he had simply fined me because he would never be able to catch anyone riding a bike at speed. The effect that this enforcement had was exactly the opposite to the one intended. If the officer had spoken to me courteously and explained the restriction and the purpose for which it was designed, he would have won my complete cooperation. Instead, he (and the council, by refusing me the right to appeal) has left me entirely antagonised. I have heard other cyclists describe the officer in question and advised one another that the answer, on seeing him, is to pedal away at speed – and have seen this advice posted on Facebook. The climate of this planet is at a critical stage. It is possible that we have already gone past the point of no-return. If we cannot modify our consumption of fossil fuels, the damage could soon affect all of us and the poorest in the world the most. It is so extremely difficult to persuade us out of our destructive love-affairs with our cars, that every measure should be tried and every healthy and harmless alternative should be encouraged as much as possible. It is very rare that a cyclist causes an accident that harms a pedestrian (compared with the damage done by motor accidents). And yet cyclists are still being treated as nuisances. Please drop this restriction immediately. If cyclists are genuinely causing problems, kindly treat them with courtesy and respect and explain the reasons. Repeat offenders could be fined (if you can catch them!) but more than £20 is simply absurd.*

Individual - Resident. (As it happens I also ride a bicycle, have a dog, drive a car, shop in the town centre, own cats, host tourists in Bedford, and much more besides. But it is as a resident that I am responding.)

*A responsible person riding through town at 3mph, slower than a mobility scooter, is a different beast to the adolescent bombing down Silver Street on a Saturday. Perhaps this is the issue that needs addressing, not a blanket ban.*

Individual - Resident, cyclist.

*Blanket bans on such as this PSPO actively discourage the public from using a sustainable and healthy form of transport at a time when such behaviours should be encourage and rewarded. The vast majority of cyclists are responsible and while those who are aggressive, fast and disrespectful of pedestrians should be subject to penalty, those who cycle sensibly should be permitted in this area. Perhaps some form of cycle lane through these areas, with appropriate signage about responsible cycling could be used in conjunction with a revised PSPO aimed at those whose actions actually have the potential to cause injury.*

Individual - Resident. Cyclist, pedestrian, car user

*Have been hit twice by cars as I have cycled around the PSPO, second time suffering head injuries. Didn't make the council statistics but the context of just pushing cyclist on congested roads with no provision for their safety is not good. The high street has no cycle lane*

Individual - Cyclist and dog owner

*Giving control over to a private company to 'police' this issue removes all ability to judge each cycle user by their actions. It's too restrictive to entirely ban cycling in the town centre. Just nuisance cyclists should be targeted. But then the private company wouldn't be getting their profit from fining everyone discriminantly, would they?!*

Individual - resident and cycle user

*Should included more areas. Like the High Street*

Individual - Resident

*The system does not work, and that shows in the massive increase in tickets being issued. The research shows that there is less danger of cycling in a pedestrian area than there is of using a mobility scooter. We should be ENCOURAGING people to cycle into the town, and leave their cars at home. This would help ease congestion and lower carbon emissions. Stop hating cyclists!. Maybe you could look at putting a cycle lane through the centre that pedestrians can avoid!?*

Individual - Resident, dog owner, cyclist

*I am sick to death of walking to work, on a footpath where there is a cycle lane not a meter away, and either get hit by, or have to stop for, a cyclist. Generally, I find the cyclists abusive or arrogant, if I dare show my hurt or disdain for them not using the cycle paths. I believe the boundary should be extended to Goldington Road - You would make an absolute fortune for targeting cyclists using the footpaths on the one way system where Goldington Road meets Kimbolton Road. Please do something about it!*

Individual - Pedestrian, not wanting to get hit by cyclists on a path any longer!

*Fining cyclists £75 for riding through the Bedford centre in a unprovocative way is disgusting. Such as the one presented to the Scottish round the world cyclist which I feel was outrageous as he should have been cheered and heralded not fined*

Individual - Resident

*It's incredibly dangerous having people cycling on the pavement. If they are behind me I can't hear them and have very nearly been hit twice by speeding cyclists. I wouldn't mind so much if they were considerate, cycled slowly and used their bell as they approached. However, most don't seem to have any consideration or understanding that people cannot hear them approach at all and that they are moving far too quickly to be able to stop should they need to. One day someone will be seriously hurt or worse.*

Individual - I work in central Bedford

*The pspo penalises people within the community who are able to afford the penalty charge. These people usually are the responsible cyclists. I have witnessed officers stopping people who aren't even on their bikes or causing a nuisance within the restricted areas to issue notices while nuisance offenders cycle on by without being stopped. Officers are picking and choosing who they issue notices to seemingly on the basis of who can afford to pay and not on the basis of who is actually causing a nuisance. Purely a money making scheme.*

Individual - Resident of borough

*In many of parts of the town pedestrians and cyclists are expected to share footpaths/cycle ways as part of councils plan . I'm a non-cyclist and have no axe to grind but feel both the rules and signage are extremely poor and innocent cyclist get find with no warning.*

Individual - Non cycling resident

*I agree that cycling in a pedestrian area is dangerous but we must not discourage cycling. A cycle through route is needed*

Individual – Resident

*While the pspo is subcontracted to a private company i cannot support this.*

Individual - Resident who owns a bike but not a dog.

*I think it's ridiculous to limit a form of transport that is better for both the health of the population and for the environment. It seems counterintuitive to restrict a form of movement through the town centre that would put people off from accessing the town and shopping. Money would be best spent elsewhere- perhaps a cycle route through town.*

Individual - Resident

*Shutting the town centre off to cyclists and preventing them from getting from one side of the town to the other without using busy roads or bus lanes puts people off driving. However, I understand that there has got to be a balance between the needs of cyclists and pedestrians, could there not be a designated cycle lane through the pedestrianised areas*

*The number of penalties given out so that this scheme is not working and should be scrapped*

Individual - Resident and cyclist

*Why would anyone take a cycle out to walk with it through town with it. Nobody gets out of their car or truck and pushes it, the onus is on them to drive carefully in a pedestrianised area and it should be the same for cycles. Now people who cycle carefully through town will get a ticket and the maniacs go too fast to be caught. I do not oppose fines for reckless cycling but not blanket fines, Why are cyclists picked on, disability scooters, cars trucks, motorcycles and even push-chairs all pose a threat, and reckless use of any should equally be liable to fine. It is not as simple as just picking on cyclists.*

Individual - resident of borough, occasional cyclist

*As a wheelchair user people whizzing by on bikes really scare me. I find it difficult enough to negotiate my way in a Busy town centre With out bikes being added to the mix.*

Individual - Resident

*The attitude and manner of the Enforcement Officers is appalling. I work in Bedford Town Centre on Harpur Street and there are greater problems in the town centre than cyclists. The nuisance cyclists ignore the PSPOs anyway. I suspect that the cyclists' willing disregard of the cycling ban is only exacerbated by the presence of the Enforcement Officers... It's a dare. I can only imagine how many of the fines which have been issued remain unpaid and how much it is costing to enforce payment of those fines through the courts.*

Individual - Resident and worker of Bedford

*Your enforcement officers act to harshly. They are over the top and need to issue warnings before fining people. The signs also need to be more prevalent.*

Individual - Dog walker and cyclist

*I don't even recall the last time I saw a bike in the town centre. The PSPO's have served their purpose to scare off yet more people from the town centre. The contract should not be reviewed, but the situation monitored, if cycling or other nuisance behaviour begins to increase again the the PSPO's can be deployed again. I would like to see the council employ PSPO's directly rather than via security companies, as clearly a private company will have making a large profit at the top of their agenda rather than the goal of promoting protection and safety for the public, something that is evidenced by fines going up tenfold during their reign. Once the security company had a handle on its role and realised they were going unchallenged by the council they clearly ramped up their efforts to hand out fines. If the job wasn't outsourced the council could employ some one to take a view and a proportional response to each situation, some people need a fine others a polite talking to, and take away the lure of bonuses and that's what will be achieved*

Individual - Resident

*The council should focus on providing a safe route for cyclists through the town centre rather than focusing on penalising cyclists. There is a need to be met and encouraging cycling is beneficial to people's health and to the environment. Visit Cambridge to see how cyclists and pedestrians share traffic free areas safely.*

Individual - resident and occasional cyclist

*Someone cycling with care and in a considerate manner should not be fined. Common sense needs to be applied to avoid the council looking like 'big brother and petty'.*

Individual - Cyclist and dog owner

*If the PSPO is to continue, it should be amended in a number of ways so as not to penalise cyclists not causing a danger or those that were unaware of the restriction. I am in favour of penalising cyclists who ride in pedestrianized areas at speed, or in a reckless manner likely to endanger other users, however I would propose that all cyclists are given a 'warning' notice prior to imposition of a fine. This would make allowance for those who were genuinely not aware of the restriction. A fine would then only be imposed on occurrence of a second offence. I would also argue that there is an element of entrapment of cyclists via officers waiting to 'pounce' on unsuspecting cyclists who have unwittingly entered the no cycling zone. It would be far more sensible for officers to position themselves at entry points in to the zone and stop cyclists to advise them of the restriction before they enter the zone. This would be seen as much fairer and provides a better system of enforcement that educates cyclists rather than penalising them. Fines should be seen as a last resort for those that have ignored prior warnings or who have recklessly endangered other users by virtue of speed or other dangerous activity. Of course I understand that this may not be attractive to private companies in terms of financial viability as the number of fines is likely to decrease significantly, however this should not be seen as a reason for not introducing a fair system of enforcement.*

Individual - resident of borough and cyclist

*Any form of anti social behaviour is unacceptable but cycling should be actively encouraged. It is not the act of cycling that is the problem, but the lack of respect shown by a minority. The council should be ashamed that it is not possible to cycle into town for meetings, shopping, work etc. The lack of secure bike parking is what should be addressed to encourage people out of their cars. A PSPO should be in effect to address the huge amount of pedestrians that are constantly using the designated cycle lanes.*

Individual - Council tax paying cyclist, pedestrian, outdoor enthusiast. Motorist

*If it were made obligatory for all cyclists in pedestrian spaces to sound their bells at intervals of two minutes or less, many close encounters could be avoided. Failure to do so - and riding bicycles in any public space, road or pedestrianised, without lights after lighting-up time, should result in the immediate confiscation of the bike, for one week for a first offence, one month for a second offence, and permanent removal (to be sold at public auction) for a third offence. This is an offence by the rider, not the machine, so that a third offence but on a brand new bike, purchased that morning, would still carry the penalty of forfeiting the machine. Bicycles ridden after lighting up time, equipped with inadequate lights and/or reflectors, or none, should be subject to an on-the-spot fine for a first offence: £1 for a child under 5 years, £5 for a child up to age 5-18, and £25 for any adult.*

Individual - Dog owner. Pedestrian frequently frightened by the silence of unlit bicycles at night on pavements. Resident of the Borough of Bedford

*You could use funds earmarked for cycling to actually provide facilities for cyclists, instead of providing facilities for cars (the turbo roundabout) or to pay for road resurfacing (Dame Alice Street). This would be preferable to using a PSPO to actively frighten cyclists away from the town centre.*

Individual - Resident of the Borough

*Public transport in Bedford is poor and expensive, limited to Stagecoach buses which are always late and vastly overpriced for all ticket prices. Cycling should be promoted to reduce the congestion Bedford is known for and help the environment. In the event that this is approved for a further 3 years I for one won't be using the shops in the town centre, well those that are left open anyway.*

Individual - Resident and occasional cyclist

*Move specific broader cycle routes. Make it safer to ride on the roads. More safe, secure & covered places to lock/store bicycles throughout the town.*

Individual - Resident

*It's a ridiculous scheme, penalising people who just want to get about because a few people cause trouble, why not just deal with those that cause trouble. How come you don't do the same for all car drivers based on those that speed, drive dangerously, or hit and injure others, or pedestrians?*

Individual - Resident, driver, pedestrian, bike rider, dog owner

*It has put me off visiting the town due to lack of cycling infrastructure*

Individual - Human

*Issues caused by cycling are insignificant when compared to cars, mopeds and mobility scooters. Please address these other issues, particularly car pollution which is killing everyone. Fines should be targeted only to those cycling dangerously, not the majority who are not causing any dangers to anyone and actually reducing traffic and pollution actually reducing the pollution.*

Individual

*I was unaware of no-cycling in pedestrian zones when I moved to the Bedford area, on an weekday at around 10:00 am I was passing through the town centre in a controlled safe manner (bare in mind the town was fairly empty with little foot traffic) I was hounded down by officers like a criminal and was told I had an immediate penalty for £75! This is an extortionate amount, at the time for me that was a days pay, meaning I was forced to cut my food budget for the week all for a simple mistake. For what I ask?! this is a victimless crime I was not being a nuisance in any way, merely minding my own business going about my day. In a society that encourages the use of bicycles as the best environmentally friendly way to get around then slams them with a fine for attempting to do my shopping in my local area. The fine made me really disappointed with the society that I lived in, there is far more good that can be done with officers time that catching cyclists in the town centre, I assure you there are far worst things going on in this society. The cycle infrastructure in the whole area is weak, speaking with people you can see the want for a more solid cycling infrastructure, if its available people will use it. The main issue with cycling is that a lot of the time you are at the mercy of cars, having cycle specific areas that is safe from traffic is crucial to encouraging people to use it. The town centre should be a safe refuge from cars, and have a path for cyclists to use and encourage to use it. Everyone knows how toxic cars are to ourselves and the environment, our ways need to change and a more pro-cycle town is a good way to start.*

Individual - An individual person

*Because of this narrow minded approach I will never go near Bedford Town centre.*

Individual

*This is a disgusting and regressive proposal. I find it quite astounding, when progressive towns and cities are embracing cycling as a solution to so many issues, that Bedford instead chooses to legislate against cycling in general. Absolutely astounding that this is even being proposed. Bedford should be ashamed.*

Individual - Cyclist

*As a potential visitor to Bedford, I would not fancy being classed as a criminal just for being a cyclist. I fail to see why you don't deal with dangerous cyclists on an individual basis rather than criminalise a whole section of society. I refuse to visit a discriminatory borough that penalises cyclists yet allows motorists to continue to kill and maim and pollute the very air that we breathe. May I suggest that you confirm to your active travel policy?*

Individual - Cyclist

*PSPO wardens appear to be targetting the easy prey and not the problem people. I witnessed an elderly gentleman being harassed as he stood on one pedal to glide down a slope in an otherwise deserted shopping area. As a regular cyclist I resent the constant demonising of "cyclists" as though we are some collective body and responsible for the actions of others who happen to do something antisocial on a bicycle. I have not revisited Bedford town centre since and will not until PSPO wardens are under control and dealing only with genuine nuisance situations.*

Individual - Occassional visitor

*Tone down the agressiveness to people trying to go about their business. Harming no one.*

Organisation - poor chap harassed

*Cycling should be encouraged not discriminated against . No doubt a small number of people have caused a problem but the vast majority of people are law abiding, don't punish everyone due to the actions of a few, punish the ones who are causing a problem.*

Individual

*Having been nearly knocked down on two occasions by cycles being ridden at speed on footpaths in the town centre, I strongly support this. However, it can only be effective if policed - on both occasions the cycles were being ridden in the controlled area within the restricted time with no regard for the law. I still often see cycles being ridden despite the PSPO being in place.*

Individual - Resident and cyclist

*Improve signage, the existing signs aren't clear enough or in a suitable place.*

Individual - Cyclist, resident

*There is precious little provision for cyclists in the town, allowing us to move through the town centre would certainly help.*

Individual - A cyclist and dog owner.

*The cycling organisations claim: According to data collected by the Cycling Campaign for North Bedfordshire (CCNB), since the implementation of the PSPOs there has been a decline in the number of responsible cyclists coming into the town centre. But in my view these cyclists are far from responsible if they want to cycle through the busy pedestrian areas of the town centre! It's totally irresponsible and unacceptable.*

Individual - Resident, also regular commuter cyclist.

*We need to make the town centre more cycling and pedestrian friendly - extend the area where cars can't go. Clear cycle lanes and plentiful racks would reduce the conflict between pedestrian and cyclist; and an out of town bike stunt park would encourage younger riders (the ones*

*who do the wheelies) to move out of the town and practice there instead. The cycle lane infrastructure around eh town also needs connecting up so cyclists can stay in their space and not go onto pavements to escape cars and vans*

Individual - Resident and cyclist

*The PSPO for Town Centre Cycling restrictions should be clearly signed - though improvements have been made with more prominent signage, these seem inconsistent. For instance, Harpur street does not appear to be signed. Enforcement is also irregular. Persons can freely cycle during the designated times if Kingdom Securities officers are not present, or are stood idly talking amongst themselves whilst cyclists freewheel past.*

Individual

*I think during the busy times of the day having a no cycling time is perfectly valid however I feel that for this to be until 6pm is too late. I wanted to cycle into work when I first moved to Bedford. I could cycle in for 8:30 by I leave work at 4:30 and this means I couldn't cycle home without going on the roads (dangerous) and taking a longer route which would take up more time rather than save time which is why I would cycle in the first place.*

Individual - Resident of the borough

*The PSPO was supposed to deal with the problems caused by careless or aggressive behaviour by cyclists. However is is being used to penalise cyclists who are acting carefully and responsibly. I am aware of occasions when cyclists have been fined, even though they were behaving well. One cyclist was even fined for riding a bicycle in town before the 9:00am time restriction and reported rude and aggressive behaviour by the warden who issued the fine. Less people now cycle in town, than before the PSPO. We should be encouraging the use of bicycles, rather than discouraging - otherwise people will use their cars for these relatively short journeys, adding to congestion and pollution problems. I don't think a PSPO is the right approach, if it is being used to penalise cyclists who are behaving well and are acting within the law, as laid out in the Highway Code. It should certainly not be used as a convenient source of additional income for the Council. Education of cyclists would perhaps achieve more useful results.*

Individual - Resident, occasional cyclist, supporter of alternative greener transport. Also as a user of public spaces where dogs need to be controlled appropriately.

*You do understand that the VAST majority of injustices or deaths to pedestrians are caused by motor vehicles don't you? How many pedestrians have have been killed or injured by motor vehicles in your town? say since the turn of the century. And how many by bicycles? Are you going to put a PSPO in force to prevent motor vehicles entering your town also then as that would be the logical and level headed approach if even 1 pedestrian has been killed or injured by motor vehicles. Your car centric view is so entrenched you ignore the REAL dangers to pedestrians and concentrate on picking on the minority group, a tiny proportion of which behave recklessly and endanger others, even with virtually no evidence of a serious threat to public safety. I will take great pleasure in avoiding your town, no matter the mode of transport I choose on the day.*

Individual - Resident, dog owner, cyclist, British Cycling qualified coach, motorist, pedestrian, LGV licence holder, airline pilot and examiner, Mayor's Consort, father, environmentalist.

*I have seen someone cycling in the town centre pedestrian zone within the last 12 months and they were sensible, safe and did no harm to anyone. They dismounted when they got to a busier area and their cycling into the town to lock up their bike did not cause any issue. If you wish to reduce congestion and pollution throughout the town, the sure-fire way to achieve this is to have less cars. Fining even the safe cyclists and also the poor cycle routes in the town (a strip of paint in the gutter or within the "doorzone" of parked cars is unsafe to cyclists) will not achieve this aim. Many areas in the country are now providing segregated cycle lanes which separate cyclists from cars and even from pedestrians too. Lanes like this would encourage more people to cycle (many don't because they feel it's unsafe) and reduce congestion/pollution and improve health.*

Individual - Resident

*More powers should be given to PCSOs, traffic wardens or anyone with authority to try and deter people from cycling in the town centre during restricted hours. The times i have tried to approach cyclists to politely remind them of the restrictions, i have been verbally abused and dismissed. They are a real pest and should comply with the law - otherwise more accidents will happen.*

Individual - resident who lives and works in the borough

*More powers should be given to PCSOs, traffic wardens or anyone with authority to try and deter people from cycling in the town centre during restricted hours. The times i have tried to approach cyclists to politely remind them of the restrictions, i have been verbally abused and dismissed. They are a real pest and should comply with the law - otherwise more accidents will happen.*

Individual - resident who lives and works in the borough

*Clearer (more accessible wording and bigger) signs about the rule would be better*

Individual - Resident and cyclist; I cycle everywhere

*Put in cycle lanes - with all the one way road systems in place around Bedford it's ridiculous that on the spot fines which only serve to make the council money are the only solution.*

Individual - Resident

*It is just a way of making money. We should be protecting cyclist on the roads first, not persecuting people for being green. A word is all that's needed if someone is riding dangerously. This order has set pedestrians to believe that cyclists are the enemy. Badly driven and dirty cars , and buses are the enemies of us all. The fines are ridiculous. You get fined less for parking dangerously, knocking someone over etc. Go to Holland and see how it works there. Stop setting one section of town users against another.*

Individual - Frequent visitor and user of Bedford town.

*We need a segregation system through town centre with dedicated lane that can be used only for cyclists*

Individual

*I believe that currently the enforcement is disproportionate to people who actually stop and is not being enforced in anyway on the majority of the people causing the anti social behaviour.*

Individual - Resident

*I am of the opinion that the hours should be extended from 8am to 7pm. Especially in the early evening there are children in the town centre and many toddlers. Their parents obviously consider the town centre to be safe and so it should be. I have witnessed some, presumably commuters riding at excessive speeds through the town centre after 6pm and weaving in and out of the obviously pedestrian sections and more dangerously around toddlers who are running free. This should not be allowed to happen. I suggest that a couple of video cameras strategically located would record and highlight the obvious problems. When one remonstrates with cyclists they are the rudest and vulgar people.*

Individual - Resident of the Borough

*Cycling should be encouraged in town not discouraged. However, dangerous cycling should not be allowed and penalised. At the moment well behaved cyclist are being penalised, which will lead to a further decrease in cyclist numbers in Bedford. Furthermore, I feel that conscientious cyclists are being unfairly labelled as anti social, which is deeply insulting.*

Individual - Cyclist , dog owner and resident

*The council should be encouraging people to cycle to and through the town centre both for the economic health of the town centre and for the health of its residents. I have been warned by several fellow cyclists that the enforcement of the cycling ban has been insensitive and I have watched enforcement officers stopping elderly, careful cyclists who have been causing inconvenience to no one. I also learn that cycle use in Bedford has reduced overall as a result of this ban. Instead of banning cyclists, the council should be working much harder to make cycling safer, especially for younger and older cyclists. This ban is a sad change of direction for a town that was once proud of its cycling heritage.*

Individual - Bedford-born cyclist, motorist and motor-cyclist

*I don't have a problem with the PSPO per se, but I don't believe it is sufficiently well advertised, as the signage is easily missed. Also, I am concerned that fixed penalty fines are the only sanction. Are people given the option simply to refrain from riding in the area at restricted times?*

Individual - Cyclist

*While the PSPO in principal is a good idea, it is portly executes and does very little to stop the real perpetrators as the ones who ride dangerously don't stop to be fined. The officers issuing the fines also use bullying tactics and are doing more harm than good.*

*The money spent on PSPO's should be spent on catching the bike thefts, which have been endemic for a very long time. PSPO's don't deter the bike thieves but do deter cycling in town because of the lack of or confusing cycle signs/paths/painted lines and so the risk of a fine.*

Individual - Resident, cyclist.

*Cycling up to walking speed*

Individual - Resident and occasional cyclist

*Whilst I am in support of fining those who recklessly cycle and put pedestrians at harm, in the absence of any alternatives for cyclists wishing to navigate across town I feel it is a draconian measure. The vast majority of cyclists are responsible and will dismount in busy areas. We should be encouraging the use of cycling (re: the recent debate about climate change and wishing to move people away from car use). I feel there is no leniency and this smacks of a money making scheme. There is nowhere safe for cyclists. Cycling along the High Street is quite intimidating and dangerous with all the cars - how nice it would be if cars were banned and this was a cycle path.*

Individual - Resident and cyclist

*Don't think the use of enforcement officials creates a positive and welcoming place.*

Individual - Resident

*Support continuing to fine the minority of cyclists who behave in an aggressive and reckless/irresponsible manner but not the majority of cyclists who behave responsibly including those disabled people who use a bike or trike as a means of getting around as a healthy alternative to a mobility scooter.*

Individual - resident

*Cycling should be allowed. Promotes healthy living and supports the environment. There should be cycle lanes.*

Individual

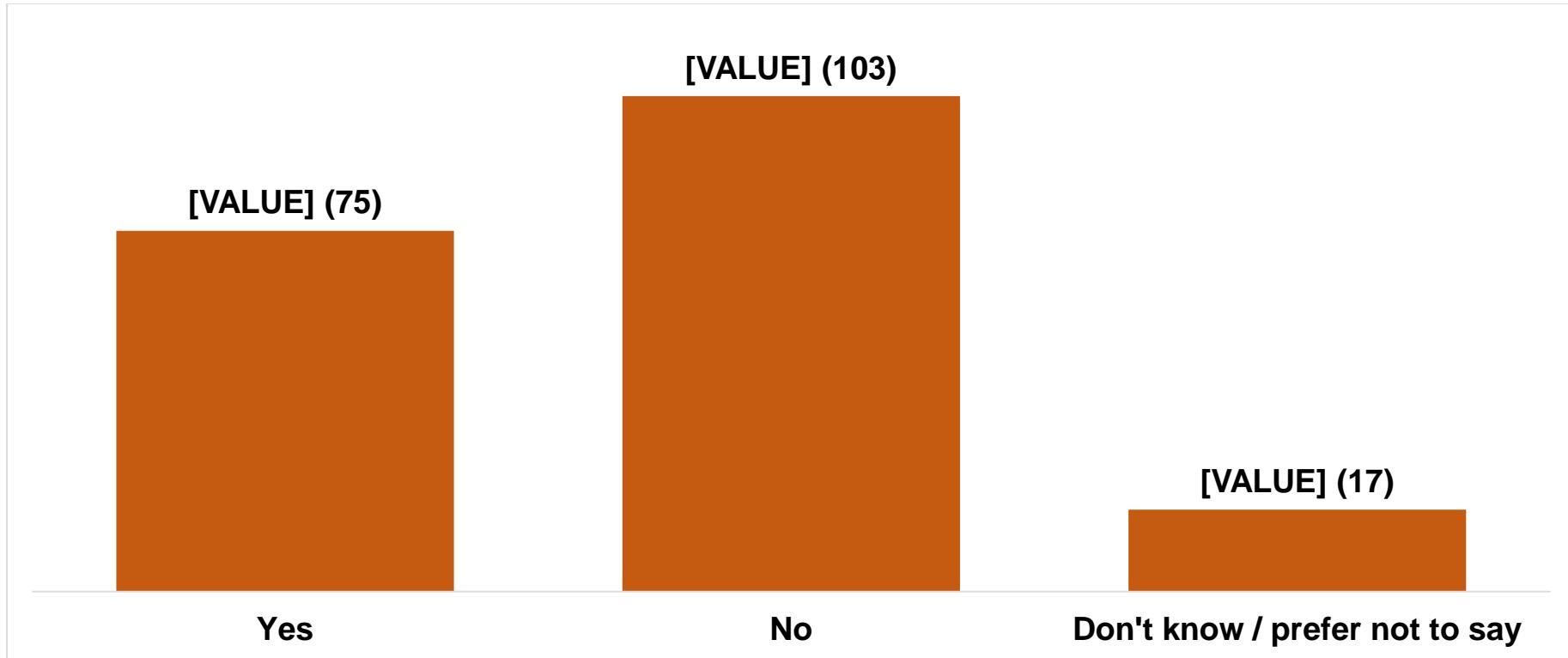
*I support the banning of cycling in the areas marked on the PSPO map as I have seen it enforced fairly - example being a cyclist in violation being told to walk, obeying, and no further action being taken. Is cycling in pedestrianised areas and on pavements already covered by laws other than PSPOs?*

Individual - Resident of the borough (non-cyclist and non-dog owner)

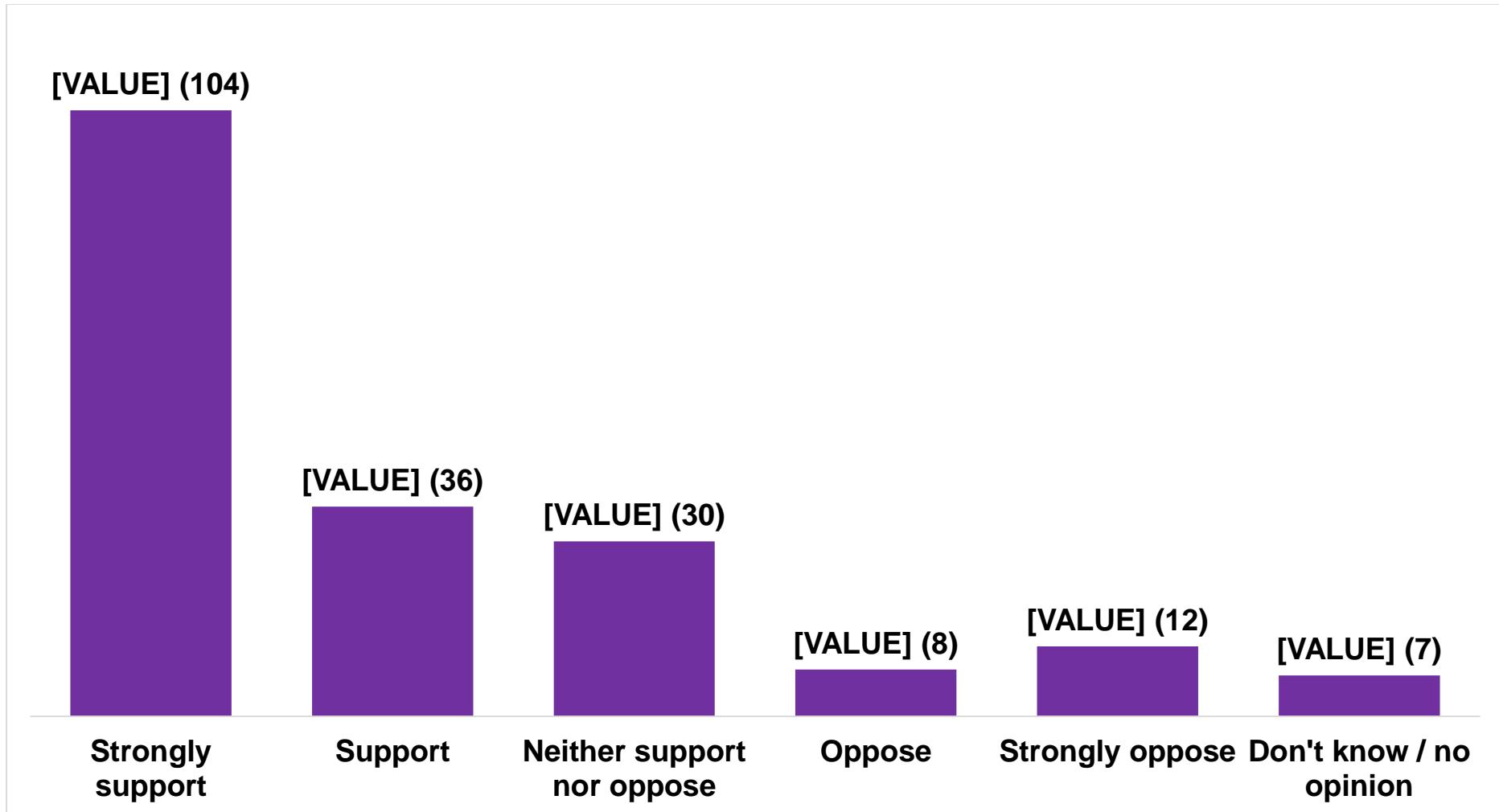
*Your kingdom enforcement guys are BULLIES. Thanks to their nasty antics I have witnessed a young girl crying and an old lady virtually in tears (though the latter was for alleged littering rather than cycling). They are a disgrace to the town*

Individual

**Have you witnessed any poor dog control behaviour, dogs fouling, dogs running loose and causing a nuisance to others, dogs inside children's play areas in the last 12 months?**



To what extent do you support or oppose the proposal for the extension of the PSPO for Dog Control for a further three years.



**Please give any comments, ideas or alternative ideas you may have in relation to Dog Control Orders.**

*I urge the Council to ban dogs from the pedestrian areas in the Town Centre (if this is not already in effect).*

Individual - Resident

*Dog fouling is still a common frequent problem. There is no valid reason for dog owners to not adequately manage and clean up after their dogs.*

Individual - Bedford

*Not all dogs are safe around children and protecting children should always come first.*

Individual - Resident

*Agree with dogs on leads in the town centre*

Individual

*Poor dog control around Midland Road and Conduit Road with faeces left on the pavements. Also homeless people with dogs using the children's play area next to Priory Primary School*

Individual - Resident

*I certainly agree with the fouling part. No particularly strong views on the rest.*

Individual - Resident and pedestrian / runner

*Dog fouling is a significant problem on many of the streets close to where I live - at the least, the parks and areas where children play need to be kept free of dog faeces*

Individual - Resident of Bedford

*The fine for the dog owner/walker not picking up "Poo" should be as high as legally possible.*

Individual - Resident of the Borough

*Inconsiderate owners still allow their dogs to foul as there seems little or no enforcement*

Individual - Resident of the borough

*Extend to alleyways as I see dog owners frequently let their dogs off leads and although I haven't witnessed dogs fouling, there is more of it in alleyways*

Individual - Resident

*dogs off leads are a horrible nuisance to children.*

Individual - Long-term resident, and parent.

*I consider the Dogs Exclusion Order to be valid restrictions on dogs entering playgrounds within the Borough. To my knowledge, the other orders are being applied appropriately.*

Individual - Resident (non-cyclist!)

*Please renew the PSPO*

Individual - cyclist

*Please can dog licenses be re-established.*

Individual - Resident

*Much greater effort is required to ensure dog owners prevent their dogs from fouling Bedford parks and pavements. For example, scrap cycling wardens and designate them to be in parks and watch for dogs off leads that foul the playing fields with no owner insight to pick up the mess.*

Individual - Resident

**AGAIN INFORCE THE LAW**

Individual - RESIDENT OF THE BOROUGH CYCLIST

*The Dogs On Leads by Direction Orders are completely pointless, as authorised officers are hardly ever present to enforce them. The use of Dogs Exclusion Orders and Dogs on Leads Orders should be increased to cover virtually all areas, as many dog owners fail to exercise any control over their dogs which are often aggressive and dangerous.*

Individual - Resident, pedestrian & cyclist who is sick of inconsiderate dog owners.

*Talking about the Queenspark area specifically: Dog fouling is a real problem in the neighbourhood, owners never remove faeces and we are having to sort out dog poop everywhere. People think dogs are like people and don't put them on a lead, however as a mother of two young kids i am sometimes scared they will come too close to my children and bite them/me, something needs to be done*

Individual - resident

*Dog fouling seems to have improved. Dog control in leisure areas seems to be worse and I feel dogs should be on a lead where children are playing and on the Embankment*

Individual - Resident

*Confronting the owner is not recommended as verbal or threats of physical abuse is the consequence. That or "it's only being friendly" which is no comfort to someone who does not like dogs at close quarters. Enforcement officers are rarely seen.*

Individual - Resident who enjoys the parks

*Dog owners know if there dogs are able to be let off a lead or not; they don't need the nanny state dictating to them*

Individual - A dog-owning, cycling, car-driving, cantankerous father of 3 who resides in the confines of this weird and wonderful place

*The restriction order has been successful and so should be continued.*

Organisation - Bedford & District Access Group

*I realise that resources are scarce. I regularly witness dogs off lead in all day our public parks and wish I was brave enough to confront them. Dog mess is still a problem, not on the pavements, and thanks for that, but in bags dumped or hung in trees. I would like to walk in Putnoe Wood, as I live in Putnoe but am afraid of dogs off lead, which I encounter every time I visit with a group for safety.*

Individual - Resident, grandmother of two grandchildren. I do not want them to get dog mess on them as it is unhealthy and horrible smelling.

I work all over Europe, and the effect of the restrictions on dogs in the UK seems to have the opposite effect to that intended. By comparison most European towns welcome dogs (including into shops and community spaces). Consequently, dogs are much more socialised and able to cope with the excitement of town settings. Of course it must be an offence for poorly trained dogs to be aggressive - that is already covered by law without an order being needed. I am fairly convinced that laws already exist against fouling and other anti-social behaviours allowed by badly behaved dog-owners. So, what benefit do these orders bring to Bedford, other than the reputation of adopting knee jerk, sledge-hammer solutions to things which might be avoided with a cultural shift.

Individual - A resident of the borough. I also happen to be a dog-owner, and used to be a cyclist. I am still a car driver.

*In Putnoe childrens play area (Kenilworth Walk) dogs can be seen inside the play area. I mentioned to the dog owner it clearly says on a notice "dogs excluded" but was ignored. I suspect some people don't understand "excluded" and I think you should just say "no dogs".*

Individual - cyclist, dog-owner, resident of borough

*Dog Fouling and Loose dogs are down to ownership control. Regularly walking though Mowsberry Park, most owners display a responsible attitude to this matter.*

Individual - Former cyclist and dog owner, Bedford resident.

*Needs to be enforced!*

Individual - Resident of the Borough. Not a cyclist. Not a dog owner.

*Need far more dog wardens and bigger on the spot fines*

*Whilst I agree about the dog fouling laws I don't agree with dogs on leads in parks, It's not fair that the responsible owners are made to put there dogs on leads when they have full control of them, it's a one size fits all solution that discriminates against good owners, what's needed is more enforcement of current laws by having more dog wardens which would also catch more bad owners who let there dogs foul without picking it up as well as not having control of them..*

Individual - regular visitor

*I've Seen dogs in town not on lead*

*1. The Fouling of Land by Dogs Order should apply to ALL Public spaces, paths and pavements. 2. The Dogs On Leads Order should be applied to more areas, particularly those where 'open' spaces do not exist, such as Priory where dogs running loose are a significant inconvenience to all other users.*

Individual - Resident, walker & cyclist (when I can do so without a dog running into me)

*Increase police powers to prosecute dog owners for attack against other animals. At the moment police cannot do more than to make recommendation to aggressive dog owners. As example I'd like to present case of two aggressive dogs that attacked several other dogs (including mine) and even killed another dog, yet they still walk around with his owner continuing to attack any animal on sight*

Individual - living in Bedford, cyclist & owner of three dogs

*Rules are one thing, enforcement another. You need many more patrols or the rules will continue to be flouted.*

Individual - Resident, pedestrian, cyclist.

*At long last the Council has woken up to the issues of dogs both terrorising people and fouling. The order to date seem to have little effect and serious enforcement is needed. Go to the marina and Russel Park to see how these areas are effectively no go for children because of out of control dogs. Enforcement should be put in place in these and other affected areas with on the spot fines.*

Individual - A Bedford citizen wishing to enjoy life without the hazards of cyclists and out of control dogs

*Again strongly support. Dog fouling and poor training is a menace. I believe in more thorough training for dog owners; obedience training should be mandatory for all dogs , and owners who allow their animals to foul public spaces should lose the right to keep dogs.both face fines and in extreme cases*

Individual - resident

*Please ensure that the Clean Streets app works properly so infringements can be reported.*

Individual - Resident, cyclist

*I support this for health and safety reasons.*

Individual - Resident

*Extending the order to include dogs outside the area protected but causing a disturbance within the area - e.g. a Dog tied up outside the playground but barking and scaring children inside the playground.*

Individual - Resident of the Borough

*Stricter control and heavy fines for dog owner abusers.*

Individual - Resident of the Borough

*Strongly agree- hate having to tell the kids to mind the mess when they are playing.*

Individual - Resident

*Go further ban dogs all together not popular but will solve the problem*

Individual - Resident cyclist and anti- dog ownership

*Dogs should be kept under control at all times in public, on or off the lead. Make extendable "cheese wire" leads illegal.*

Individual - A resident of the Borough, a cyclist who does not own a dog, who tries to limit car use to the minimum.

Dogs shouldn't be in play areas. I have witnessed dog owners taking dogs into play areas so the dog can run around in a confined space (i.e. Jubilee Park). I fully support this initiative as some people fear dogs and there are owners that don't control their dogs or assume everyone likes dogs. This is a good initiative.

Individual - Resident

*I am not aware of dogs ever causing any problems and I consider the limited resources would be better spent elsewhere. Most dog-owners are now very conscientious in collecting and removing dog poo, and we already have laws to control dangerous dogs.*

Individual - Resident. (As it happens I also ride a bicycle, have a dog, drive a car, shop in the town centre, own cats, host tourists in Bedford, and much more besides. But it is as a resident that I am responding.)

*Nothing else better to do, perhaps spend the money on filling the potholes that the cyclist fall down.*

Individual - Cyclist and dog owner

*I love dogs - the owner should be punished for wrongdoing - not the dog. I would support fines etc for failing to pick up dog foul.*

Individual - Pedestrian, not wanting to get hit by cyclists on a path any longer!

*We live in the countryside where our dogs have free rein and do not need leads here so I trust that your leads directive will not affect us otherwise I will vehemently oppose this .whereas I feel strongly about people picking up the poop their dogs do in public places*

Individual - Resident

*It's not illegal to own a dog.*

Individual - Resident who owns a bike but not a dog.

*Not something I have given a lot of thought about except that dogs should not be allowed in children's play areas and designated sport fields.*

Individual - resident of borough, occasional cyclist

*Although I have never seen anybody on Aylesbury Road or Priory Country Park enforcing and PSPOs.*

Individual - Resident and worker of Bedford

*I haven't seen dog mess on the pavements around the town centre in many years, very few dogs are walked in the area which isn't unsurprising since we have some lovely parks and a river, who in their right mind would walk a dog around the town centre*

Individual - Resident

*This makes perfect sense*

Individual - resident and occasional cyclist

*I have seen enforcement officers in town but only once in our lovely parks, where the majority of dog walkers walk their dogs. Most dog walkers are responsible just look at the full dog bins in the parks but a minority don't care and these people should be the focus of the officers employed by the council*

Individual - Cyclist and dog owner

*Any enforcement of disrespectful dog owners is most welcome.*

Individual - Council tax paying cyclist, pedestrian, outdoor enthusiast. Motorist

*It would amount to absolute cruelty to impose any regulation which forced dogs to remain on lead in parks etc. It is over-fussy to insist that well-trained and well-behaved dogs should be held on leads when walking with their owners in quiet streets and paths - but if an unleashed dog is out of control and causes an accident by running into the road, the owner should be subject to a £500 fine for a first offence - for a second offence the penalty should range from £500 up to actual destruction of what, regardless of its temperament, has become a Dangerous Dog. A dog who jumps up, even on a lead, and alarms or annoys other pedestrians, or excites other dogs, should, if the victim or the other dog's owner complain to the authorities, cause the owner to be liable for a fine of up to £25, in each instance, however many times it offends.*

Individual - Dog owner. Pedestrian frequently frightened by the silence of unlit bicycles at night on pavements. Resident of the Borough of Bedford

*Dog control orders punish responsible dog owners, while doing nothing to stop irresponsible dog owners, who simply ignore the order.*

Individual - Resident of the Borough

*Clear enforcement of dogs on leads in some open public places. More & visible bins to dispose of dog foul. In parks & around the river (the riverside walks) there is lots of fouling just left on the ground.*

Individual - Resident

*Dog should be on leads in public places*

Individual - Human

*You need to punish those who are irresponsible, not a blanket exclusion.*

Individual - Cyclist

*Simply having a dog on a lead is no guarantee that the owner has it under control.*

Individual - Cyclist

*Stevington Parish Council may wish to apply to extend a Dog Exclusion order currently in place at the Children's Play Area in The Playing Field.*

*Dog fouling has been the subject of an 'education campaign' in recent months.*

Organisation - Stevington Parish Council

*I have chosen not to own a dog, mainly because I dislike clearing up their mess, if you own a dog and don't clear up the mess you should expect to be fined, if you own a dog that is out of control then you should expect to be fined, it is the owners not the dogs that are the issue.*

Individual - Resident, also regular commuter cyclist.

*I am against the dog exclusion order however agree with the lead orders and the fouling order*

Individual - Resident of the borough

As a parent of a child who is very allergic to dogs, I feel it is important dogs are not allowed in children's play areas.

Individual - Resident

*exceptions for guide dogs*

Individual - resident who lives and works in the borough

*exceptions for guide dogs*

Individual - resident who lives and works in the borough

*This is dirty and unacceptable antisocial behavior.*

Individual - Resident of the Borough

*Plastic poo bags should be provided in parks*

Individual - Cyclist , dog owner and resident

*As Clerk to Wootton Parish Council I have been asked to state publicly that members support the proposal to extend PSPO's for Dog Control for a further three years - including the two areas within Wootton which are both currently subject to a Dogs Exclusion Order.*

Organisation - Wootton Parish Council

*Extension to stop dogs being allowed to bark in the night in residential areas.*

Individual - Resident of the borough (non-cyclist and non-dog owner)

*I support restrictions on dogs but not if you are going to use kingdom bullies to enforce it*

Individual

**Please give any other comments you may have on PSPOs and their use in Bedford Borough here.**

*We need also to impose more rigorous and heavier penalties on littering, in particular fast food packaging, cigarette butts and beer cans.*

Individual - Resident

*Parking with wheels on the road verge cause damage to the grass and make it look unsightly, the driver should not only be fined but made to pay the cost of making good the grass.*

Individual - Resident of the Borough

*I favour making it mandatory to keep dogs on a lead and muzzled in all public areas, paths and places at all times.*

Individual

*it is right to uphold the protection of our public spaces by these PSPO's*

Individual - Long-term resident, and parent.

*The legislation gives councils broad discretion over behaviour they consider "unreasonable". However, they are a blunt instrument - in the case of cycling, they are being used to prevent normal, ordinary behaviour. The Act makes it incredibly difficult to challenge one of these PSPOs successfully. The council needs to be mindful of the risk of reaching beyond the original purpose of preventing genuinely anti-social behaviour.*

Individual - Resident (non-cyclist!)

*Greenhill and Thurlow Streets - need some flexibility here, as the bike stands are well inside the streets, easy to make a mistake by riding right on to the bike stands.*

Individual - cyclist

*Speeding on our roads and littering including dog mess are much bigger problems than cycling in the town centre. Please use our money wisely rather than waste it on enforcement officers for such an insignificant issue as cycling in the shopping area.*

Individual - Resident

*I wish you could ban and be able to enforce the use of cycles , by adults, on all footpaths.*

Individual - Resident

*I feel most strongly about cyclists who cycle on pavements in the town centre (and along residential pavements around the whole town). One specific street where cyclists cycle on pavements is the High Street - which appears not to be in the PSPO ?? Of course, the High is one way, so a few younger cyclists feel that it is acceptable to cycle the opposite way along the Very Narrow pavements. It does annoy me - yet I have to say there isn't a convenient and direct cycle route northwards through the town. I am a cyclist so I understand that problem and it is often very inconvenient. I wondered if it would be possible to create an on-road northbound cycle-lane up the High Street. Difficult for sure !! Would the authorities consider: reducing the south-bound traffic lane to One single lane and using the 2nd lane to: a) widen the pavements a little, and b) to assign both northbound and southbound traffic lanes. I don't know what the current speed limit for vehicles is along the High Street - it is possibly 20 mph in places - but perhaps it should be 20 mph or even lower along the FULL length of the High Street (and monitored with cameras).*

Individual - Cyclist and Pedestrian

**HAVE AS MANY AS YOU LIKE BUT USELESS IF NOT ENFORCED**

Individual - RESIDENT OF THE BOROUGH CYCLIST

*It would be good to see more council officers around giving away some fines, then people would correct their behaviour, stop cycling on pavements and pick up their dogs faeces...*

Individual - resident

*Used prudently and appropriately these are a useful, mechanism*

Individual - Resident

*I would restrict/ban cars from the high street*

Individual - cyclist, occasional dog (owner)

*They are a good idea*  
Individual - Resident

*They are useless unless properly enforced and the physical qualities of the civilian officers precludes this*  
Individual - Resident

*Both of my comments refer to the lack of enforcement officers. Although I support the orders there seems little point when they are not enforced rigorously.*

Individual - Resident who enjoys the parks

*Completely unnecessary though I can see how they could be quite a useful revenue stream for the council.*

Individual - A dog-owning, cycling, car-driving, cantankerous father of 3 who resides in the confines of this weird and wonderful place

*I suggest that the orders are extended to include all pavements in the town. Many cyclists ride on the pavements with little or no regard for pedestrians. The town bridge is no exception for every time I walk across at least one cyclist passes me. Even outside my house I am often nearly run down by cyclist riding fast on the pavement in front of my house.*

Organisation - Bedford & District Access Group

*They shouldn't be used to make up a funding gap cause by too much free parking*

Individual - Resident & Cyclist

*Thank you for trying to manage the minority of people who do not respect their neighbours. 90% of people in Bedford are decent and reasonable, we just need to educate the 10%.*

Individual - Resident, grandmother of two grandchildren. I do not want them to get dog mess on them as it is unhealthy and horrible smelling.

*My chief concern is that these things have the potential for being over-used. They take the responsibility for law-enforcement away from the Police Service and into the hands of the local authority, which also has the power to extend the extent of those regulations. The Police Service may be suffering from reduced budgets, but so is the council. These are not top priority aspects of local government and should not be encouraged. If Bedfordshire Police are struggling, then the best thing would be to abolish them and merge with neighbouring forces, thereby cutting out a huge amount of duplicated resource. Bedfordshire is not a geographically large area, and will never obtain the funding that it believes is needed to fund the increasingly technologically reliant forces. Scrap the county Police and Crime Commissioner and all the associated administration, and merge with the neighbouring force areas. Then let the Police do the policing, not the council.*

Individual - A resident of the borough. I also happen to be a dog-owner, and used to be a cyclist. I am still a car driver.

*I stay away from the town centre now because I have a very small, well-behaved dog but I'm afraid to bring it in. I stay away from the town centre because I ride a bike and although I am old and slow I get hassled by the enforcement officers before I have actually done anything wrong, but they ignore the boy-racers, whizzing past on one wheel!*

Individual - cyclist, dog-owner, resident of borough

*Ban on cycling should apply to all pavements and footpaths.*

Individual - Resident of the Borough. Not a cyclist. Not a dog owner.

*Cant you do more to prevent littering. Its a disgrace. Cigarette ends, gum and litter evereverywhere where.*

*Unfortunately more & more it seems these orders are controlled by what is the cheapest & easiest way to implement them & by doing so means responsible people get penalised when it should only be the irresponsible that are targeted...*

Individual - regular visitor

*Punitive and coffer filling*

In my opinion these orders are in the interest of safety for those using the areas affected by the orders.

They are a good way of enforcing people to take responsibility for their actions and be aware of how they affect the safety and enjoyment of others.

Individual - Resident. Cyclist and pedestrian.

*My plea for all this is enforcement. Irresponsible cyclists and dog owners make the lives of other significantly worse than they should be. Council - get some teeth*

Individual - A Bedford citizen wishing to enjoy life without the hazards of cyclists and out of control dogs

*Please consider a PSPO on pavement parking in Midland Rd and all streets running off it. Pavement parking in this area is commonplace and seems to be considered acceptable. However it is dangerous to pedestrians, especially parents and children and the elderly as well as cyclists. It also damages the pavements thus causing further obstacles for pedestrians and unnecessary further expense to a strapped council budget.*

Individual - Resident, cyclist

*I believe the PSPO concerning dog control should be extended to other parks including Roxton park where dogs regularly foul the area and there is no protection for children and others from dogs. I believe people would make more use of this park if dogs were controlled there. In the past my young child was knocked over by an aggressive dog there.*

Individual - Resident of the borough

*I think an order in relation to excessive noise from cars should be introduced on my road - Sidney Road, cars regularly play very loud music at all times of day and night and the excessive speeding and acceleration of cars is very dangerous and causes a disturbance if this was made a clear offence with fines this may reduce it's occurrence.*

Individual - Resident of the Borough

*Fully support.*

Individual - Resident of the Borough

*I appreciate that people are now being encouraged to put their cigarettes out on the bin instead of the floor but time and time again the tops of the bins have a mountain of butts on them- especially the one outside Tescos Midland Road. Can they been cleaned more frequently as the mountain of butts blew on the path the other day defeating the object of the exercise.*

Individual - Resident

*Continue with the good work they do at present.*

Individual - resident of Bedford

*Ban all cars from the town centre, other than by permit to get to and from the owner's house.*

Individual - A resident of the Borough, a cyclist who does not own a dog, who tries to limit car use to the minimum.

*target littering and anti social behaviour NOT cyclists.*

Individual - Cyclist pedestrian occasional car user

*I have witnesses the uniformed bullies that patrol the town centre, no wonder that people have stopped shopping here and subsequently the shops are closing.*

Individual - Cyclist and dog owner

*I do not understand why ethnic minorities and faith groups have protected status what makes these people so special surely they should simply expect to be treated as equals and not as special cases*

Individual - Resident

*I was penalised for cycling into the zone to the bike rack. I was off the bike and locking it up when i was approached. The contractor said i had committed a criminal offence against the environmental protection act ( not true) and fined me whilst 2 other cyclists rode by. He acted in a bullying and intimidating way and asked a variety of questions about whether i owned my own property and whether i was married which i felt inappropriate for a private contractor tasked with enforcing a local order. Their behaviour will eventually drive people out of the town centre.*

Individual - Resident who owns a bike but not a dog.

*I would like less of them, retrain them to feed the homeless instead*

Individual - Resident and cyclist

*I think that greater use of warnings should be used. Fines should be a last resort.*

Individual - resident of borough, occasional cyclist

*The intention is good, the execution needs more thought.*

Individual - Resident and worker of Bedford

*Bedford's High Street and Town Centre is struggling enough to survive due to the crippling rates the council seek for shops in the area which has driven many good businesses away and seen the decline in the place to rock bottom. Add to that aggressive and pointless jobsworths doesn't make the place more appealing, quite the opposite in fact. Trade is down, independent businesses are finding it tough, the free parking is a good move to attract people, but the PSPO's counteract this initiative so don't renew their tenure, Bedford won't fall apart without them*

Individual - Resident

*More officers in the parks to target dog fouling and littering especially as the spring and summer approaches. Our parks are left in a poor state at the end of warm summer days and this should be the target not cyclists who are trying to take polluting traffic of our streets.*

Individual - Cyclist and dog owner

*My sister was visiting Bedford from Australia. She rode her bike into town and received a fine. She found the rule to be odd, the officer to be rude and left this country with a low opinion of Bedford. Take a step back, walk around the town centre and ask yourself is it cyclists that put people off going there now?*

Individual - Cyclist, dog owner and resident

*A total ban on bikes is wrong. This only adds to the decline of our town.*

Individual - Council tax paying cyclist, pedestrian, outdoor enthusiast. Motorist

*The contracting out of the services to Kingdom is nothing more than a money earner - shown in the vast increase in tickets being issued, they often travel round in packs and attempt to intimidate people.*

Individual - Resident and occasional cyclist

*Used as a heavy handed approach against cycling. There are far more accidents involving motor vehicles yet disability cars and delivery trucks are still allowed in to the controlled zone*

Individual - Human

*They are regressive and irresponsible, and have no place in civilised progressive society.*

Individual - Cyclist

*Overzealous, and currently making the town centre an unpleasant environment.*

Individual - Occassional visitor

*Very quick to dish out a fine. Witness it myself. Poor chap was distraught and was extremely worried he found pay. Also saw an attempt to say a cyclist was riding a bike. They were not. Touch the pedal with foot. Pathetic*

Organisation - poor chap harassed

*Please see previous comment about the need to ensure that these orders are supported by adequate policing.*

Individual - Resident and cyclist

*I'm a dog owner and a cyclist. I would like dogs and cyclists to be able to move freely.*

Individual - A cyclist and dog owner.

*A PSPO should be a tool to assist with control of antisocial behaviour. It shpulxd never be used to penalise people acting within the law and behaving well.*

Individual - Resident, occasional cyclist, supporter of alternative greener transport. Also as a user of public spaces where dogs need to be controlled appropriately.

*There needs to be more to act as deterrents.*

Individual - resident who lives and works in the borough

*There needs to be more PSPOs or PCSOs to act as deterrents.*

Individual - resident who lives and works in the borough

*Alcohol free zone in town centre? Along embankment? More litter rules to prevent people just dumping loads of rubbish after bbqs and picnics?*

Individual - Resident and cyclist; I cycle everywhere

*There are alternate methods to dealing with this.*

Individual - Resident

*This has damaged the reputation of Bedford as the town has been branded as unfriendly towards cyclists after the video made by Josh Quigley. We should increase cyclists usage instead we reducing it. Bedford going backwards.....*

Individual

*The Cycle Police have been very successful but I suggest that their hours of operation should be varied and occasionally they should be about in the early evening to establish if cyclists are travelling fast and inconsiderately.*

Individual - Resident of the Borough

*Is smoking drugs legal in Bedford? I witness people smoking drugs openly (parks, town centre) every single day. Yet there is no police/enforcement officer presence. This should be addressed. Instead of spending money and time on penalising cyclist in Bedford, priority should be given to tackling drug and alcohol usage in this town. Bedford council should review their priorities.*

Individual - Cyclist , dog owner and resident

*See my previous comment re: recourse to fixed penalty fines and whether or not they are the only option.*

Individual - Cyclist

*Get rid of Kingdom. Their officers are awful. Bring the officers in-house and then you'll have no problem with having to issue fines to meet commercial targets.*

*Stop using them. They are driving people away from the town centre and its dying as a result. The people giving out the fines are targeted on how many they give out, one officer did not pass his probationary period as he did not issue enough fines!! Welcome to Bedford!!*

Individual - Resident

*If there are PSPO's in town they should be used to catch bike thieves not fine cyclists - those that are law abiding, but cycling in the wrong place, stop for PSPO's and so are fined, those that have no respect for law don't stop for PSPO's and so are not fined so therefore the wrong people are being fined. Those that stopped by PSPO's should have details taken and then warned, if caught again then fined at that moment. The town doesn't have adequate signage or painted lanes so it is near impossible to determine where it is legal to cycle such as the cycle lane along the river from Kempston, when it reaches the Riverside North development the cycle path disappears and there are no signs or white lines to say which way to cycle route 51. If you continue to cycle along the river you reach the back of the courts where there is a sign saying 'cyclist dismount'. So there is no indication of the route 51 - is it along the river behind courts, is it along river then over the new bridge to St Mary's or is it from river to River Street? An that is only one place, there are many more.*

Individual - Resident, cyclist.

*Littering offences must be reviewed also. Bedford is not a clean town to let the mayor think is acceptable to fine people papers, buts... and not investing that money to clean.*

Individual - Resident and occasional cyclist

*Hammer to crack a nut. There seems no room for educating people. It is not right to snap a fine on any infringement of the rules, however trivial.*

Individual - Resident and cyclist

*Please also consider introducing an order prohibiting the dropping of litter. Also please remember there are other towns & villages in addition to Bedford which would benefit from the introduction & enforcement of such orders.*

Individual - Resident, dog owner & volunteer litter picker

*Bedford comes second to Peterborough in fines for behaviour in public places. Is this a good image or necessary?*

Individual - Resident

*Cyclists are rarely banned in European towns/cities. Motor vehicles cause significantly more accidents to pedestrians than cyclists but are not banned in a similar manner. The banning of all cyclists could, and probably has, had the effect of reducing the number of people coming into the town to do their shopping and other activities.*

Individual - resident

*I understand the safety element of the PSPO in relation to bikes but am a bit concerned about the ability for common sense to be used when enforcing the orders, I hear of cases where a bit of understanding would be all that is required, and actually support the cause rather than making the public decide its just a money making scheme where no discretion is used.*

Individual - Resident of borough. Neither a dog owner or a regular cyclist , but believe more could be done to encourage cycling

*I am not sure that the issues they protect against could not be prosecuted under other existent laws, however, I am happy that they are being enforced and improving the quality of life in the borough. I would suggest that public drinking in parks could be covered if this is not already, as well as littering from vehicles as they drive (eg cigarette butts) and/or while parked in car parks with fast food takeaway waste being discarded.*

Individual - Resident of the borough (non-cyclist and non-dog owner)

*Kingdom are out to profit from others misfortune.please cancel their contract.*

Individual

**As a public body we have a duty to ensure that what we do does not discriminate against people with protected characteristics. These are: gender; age; ethnicity; disability; faith / religion; sexual preference; gender reassignment; and pregnancy. Please tell us if you believe that any of the issues raised would have an adverse impact on any of these groups, or if you feel we could do anything more to ensure discrimination does not take place.**

*No issues.*

Individual - Resident

*none*

Individual - citizen

*no, I think that we're OK.*

Individual - Long-term resident, and parent.

*Young people under 18 are much more likely to be affected by the PSPO, given the times of day it is in effect, and the propensity of that age group to cycle.*

Individual - Resident (non-cyclist!)

*people who cannot drive because they cannot afford a car, or for medical reasons for example, rely on cycling for independence of travel that benefits their health. Many disabled people can travel long distances efficiently even when they cannot walk long distances, for example because cycling enables them to travel despite muscle weakness (inclusive cycling is the relevant term. bans on cycling on key routes to important destinations therefore disproportionately affect people with higher levels of deprivation, or with disability/health problems. I believe that bans are discriminatory against these populations, with no justifications in terms of actual public benefit (only perceived benefit).*

Individual - resident and specialist in road safety

*I cannot immediately think of any discrimination towards these groups that would be caused by the PSPO issues raised in this feedback on PSPO's.*

Individual - Cyclist and Pedestrian

**NONE**

Individual - RESIDENT OF THE BOROUGH CYCLIST

*We have too many groups with an agenda to find something to be offended about. We are one, stop dividing us into groups. It creates disharmony.*

Individual - cyclist, occasional dog (owner)

*Assistance dogs are always well controlled and well behaved.*

Individual - Resident who enjoys the parks

N/A

Individual - A dog-owning, cycling, car-driving, cantankerous father of 3 who resides in the confines of this weird and wonderful place

*Cycling in the town centre is dangerous for all pedestrians but especially for disabled people who cannot move very quickly. Partially sighted people cannot see cyclists and I have witnessed some very near misses.*

Organisation - Bedford & District Access Group

*I have this ugh absolutely it this, and I really don't think anyone is discriminated against by these orders.*

Individual - Resident, grandmother of two grandchildren. I do not want them to get dog mess on them as it is unhealthy and horrible smelling.

*Simply treat all people as equally important. There will always be people who feel discriminated because they do not get precisely what they want but not all people can be treated equally in all circumstances. The costs of ensuring that discrimination never occurs is out of proportion to the rate of real discrimination. Of course, as a public body you should not discriminate, but that should not be restricted to the idea of protected characteristics. The Council should simply not discriminate. However, you employ people, and people, no matter how innately fair they are, cannot but carry their own cultural and ethnic eccentricities. Your training of staff ought to neutralise these, but it will never eradicate them - people are people. As a human geographer I recognise that the concept of 'othering' is real and is not a recent phenomena in human relationships. It is something a local authority should strive to avoid, but at some point even official policy will discriminate - it is really a matter of whether the commonweal is best served by that discrimination. The public spaces protection order scheme is itself discriminatory in nature. It only specifies certain sections of our society. Dog-owners might come from any group, including those with protected characteristics, but because they are not all defined by those characteristics as dog-owners, the discrimination is allowable. If suddenly it were, for example, only black or Asian men who owned dogs, or only people of specific sexual preferences, then the orders would be illegal because of those characteristics and because the order was aimed only at people protected under the Equalities Act.*

Individual - A resident of the borough. I also happen to be a dog-owner, and used to be a cyclist. I am still a car driver.

No

*Does common sense come under protected characteristics? if so, some of the decisions made by councils discriminate against these people... I would like to see a common sense department in councils to stop some of the crazy things that get implemented without any thought for how it effects the general public... Take the parking meters for example, I've seen many elderly people having issues because they are confusing & not easy to use & some discriminate against those who don't have smart phones....*

Individual - regular visitor

*You appear to discriminate against cyclists*

*I know you believe you have to do this questioning, but it makes my heart sink. You might want to ensure that guide dogs are exempt (which I'm sure they must already be).*

Individual - Resident, pedestrian, cyclist.

*Neither of these issues discriminate.*

Individual - A Bedford citizen wishing to enjoy life without the hazards of cyclists and out of control dogs

*Please note that banning cycling especially during shopping and medical-appointment hours has an adverse impact on older, disabled and pregnant cyclists. I personally cycled around Bedford up to 41 weeks of pregnancy with my first and 39 weeks with my second [then only stopped due to icy roads], because I found this provided healthy gentle exercise and did not strain me like walking when heavily pregnant, and allowed me to reach all my antenatal appointments and classes as well as do normal food shopping.*

Individual - cyclist, parent, person with a long-term inherited health condition.

*None at all.*

Individual - Resident of the Borough

*You do too much already in my opinion gone too far*

Individual - Resident cyclist and anti- dog ownership

*In*

Individual - A resident of the Borough, a cyclist who does not own a dog, who tries to limit car use to the minimum.

*As already explained, it is vital that we protect and encourage alternative forms of transport to the car – such as the bicycle. By being slow to promote alternatives, we discriminate against people with disabilities exacerbated by pollution, such as those with asthma. We also discriminate against those who can't afford cars, by having a society so focused on car-travel and cavalier and dismissive about alternatives. (For instance, when we moved to Bedford I asked the council how I should recycle glass... and was told I should drive it to a recycling portal.)*

Individual - Resident. (As it happens I also ride a bicycle, have a dog, drive a car, shop in the town centre, own cats, host tourists in Bedford, and much more besides. But it is as a resident that I am responding.)

*No.*

Individual - Resident who owns a bike but not a dog.

*Not aware of any issues*

Individual - resident of borough, occasional cyclist

*N/a*

Individual - Cyclist, dog owner and resident

*If lights, reflectors, and audible warning signals are enforceable for bicycles in the public interest, should the same conditions not apply to all kinds of disability scooters etc? (Possibly not the warning bell every two minutes, bicycles are almost totally silent, and most scooters etc. whirr along . but what about the deaf?)*

Individual - Dog owner. Pedestrian frequently frightened by the silence of unlit bicycles at night on pavements. Resident of the Borough of Bedford

*No*

Individual - Human

*Cyclists should be a protected group. They are frequently targeted for hate, both online and on roads. Your policies encourage the viewing of cyclists as a group to be judged and treated unfairly. If you look at many anti cyclist comments, and replace the terminology relating to cyclists, with anything relating to a religious or ethnic group, it would be construed as serious hate crime. For example 'Bloody lycra clad cyclists, think they own the road. Deserve to be run over'. Imagine replacing 'lycra clad cyclists' with a description of a religious group, and you have serious hate crime and incitement to murder, but this is accepted every day, and even promoted by the media.*

Individual - Cyclist

*You appear to be discriminating against cyclists with the PSPO in effect in the town centre. As some people are unable to walk unassisted, yet are able to cycle, I would like to know what actual statistics you have that would justify such discrimination.*

Individual - Cyclist

*Use pictogram signage to overcome language issues with understanding the restrictions in place.*

Individual - Cyclist, resident

*Yes you are discriminating against people who can't drive / can't afford to own a car. You should be encouraging cycling at every possible point.*

Individual - A cyclist and dog owner.

*Consideration should be given to speakers of other languages and discretion afforded.*

Individual

*Re. PSPO Cycling. Some disabled people use cycles or tricycles as a mobility aid, in preference to mobility scooters. Their needs must be recognised and their reasons for choosing this form of mobility aid must be respected.*

Individual - Resident, occasional cyclist, supporter of alternative greener transport. Also as a user of public spaces where dogs need to be controlled appropriately.

*Yes I believe that you are discriminating against pedestrians for cyclists appear to be able to ride with impunity on any and every pavement. the town bridge is one of the worst areas for transgression where cyclists always seem to be present.*

Individual - Resident of the Borough

*The people handing out the fines target the soft touches, people who wont cause them too much trouble.*

Individual - Resident

*Yes I do. I was fined once, my second day in Bedford. The council town must assure everyone know these particular rules from the town or the area. Otherwise, the government is taking advance of a specific situation and doing an undercover discrimination.*

Individual - Resident and occasional cyclist

*If the rules are enforced consistently to everybody then there cannot be any discrimination. If a person is breaking the law they deserve to be fined. Everybody should behave properly & show respect for other people & our environment.*

Individual - Resident, dog owner & volunteer litter picker

*Disabled cyclists have in the past always been allowed to ride responsibly in the area by the police and others. With the blanket cycling ban since the beginning of last year (2018) they have been discriminated against which is not allowed by the 2010 disability act.*

Individual - resident

*I believe the kingdom bullies pick on the weak and the elderly as they are less likely to cause them any problems when handing out a fine.*

Individual

## **LETTERS / EMAILS**

Thank you for the opportunity to comment on this consultation. Clapham PC supports the extension of the dog control PSPOs for a further three years.

Clapham Parish Council

---

After circulating your mail to Cycling UK Bedfordshire committee members here is our response:  
Yes for keeping the ban but with proviso mentioned in CCNB's reply « the ban should be continued to catch the minority of cyclists who behave in an aggressive and irresponsible manner  
but not for the majority including the disabled who ride responsibly. » And the signalisation about it should be clearer.

Cycling UK Bedfordshire

---

As a keen cyclist, who cycles daily, I am concerned that these restrictions ...

- (1) are considered too heavy handed by locals
- (2) have been used to generate funds for the council rather than a specific nuisance issue
- (3) failed to recognise other rules exist and could be applied if this is specifically a public safety issue
- (4) have introduced a further barrier through fear of confusion that discourages local families cycling to the town centre to shop or for recreational activities

Finally, I am aware of an au pair who walked her bike through the area she believed as restricted but rested her backside in the bike from one side (not straddled) while waiting to meet friends. She was fined as the officer with jurisdiction said by sitting on a bike you are riding it. This has hallmarks of exploitative opportunism by officials to generate funds.

These local rules need to consider the full consequences and I believe the negative effects of this heavy handed rule outweigh any addressing of antisocial behaviour that may have been originally intended.

Bedford needs to be cycle friendly and encourage more to take to cycling and this is most definitely a backwards step

---

It was an excellent step that PSPOs were passed 3 years ago, about dog control and fouling, however, I regularly see dog fouling the land. I am a regular walker in Mowsbury Park and dog fouling of land is a regular feature. The signage indicating banning of dog fouling has been twisted or painted over or removed.

Passing the order is one thing, the implementation of the order is another. These orders seem to be toothless.

---

Cycling Campaign for North Bedfordshire (CCNB) held a number of meetings with borough officers and the police prior to the introduction of the PSPO on 16 May 2016 banning cyclists from riding through the pedestrianised areas of the town centre.

CCNB was in favour of the proposal to fine the minority of cyclists who ride in an aggressive and reckless manner. We were however concerned the effect the order would have on a number of disabled residents who use a bicycle or tricycle as a mobility aid in the same way that others use a mobility scooter. It was stated by the borough at the time that the police had a long practiced discretionary process around disabled 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 the first month of operation they had given out 181 fixed penalty notices (FPNs) to cyclists. By July this had increased to 935 and September to 1127. Over this period a number of reports were heard of the aggressive behaviour of the officers towards the elderly and foreign visitors.

By targeting all cyclists, including the disabled, the ban had the effect in 2018 of reducing in the order of 6% the number of responsible cyclists (the majority) coming to the town centre for their shopping. Most of the routes into and through the town involve using the heavily congested roads around the town centre.

In 2012 the Borough analysed 32 hours of town centre video footage they had recorded looking at interactions between cyclists and pedestrians and observed that cyclists went slower when there were more pedestrians around, altered their course early to avoid interacting with pedestrians and got off their bikes and walked when it was very busy.

This backed up earlier Government research which had shown that serious incidents between cyclists and pedestrians in pedestrian areas are extremely rare and that there are no real factors which should exclude cycling in these areas.

To put it into perspective it should be noted that nationally over the five years 2012 to 2017 there has been a 148% increase of fatalities/serious injuries to pedestrians caused by users of mobility scooters.

In July 2018 the Department for Transport (DfT) published an 'Inclusive Transport Strategy' in which 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.

Riding a bike may be easier than walking for two-thirds of disabled cyclists, but they often remain invisible to society. In Cambridge for example it has been estimated that more than a quarter of disabled commutes are made by bike.

Duncan Dollimore, Head of Campaigns at the national cycling organisation Cycling UK, last year equated PSPOs to "geographically defined ASBOs" and expressed incredulity that they are being used to "restrict the use of public space and criminalise behaviour not normally regarded as illegal... [like] the pernicious pastime which undermines the very fabric of our society: cycling."

As pointed out nearly a year ago the signage used at each entrance to the pedestrianised area is ambiguous and in fact one might be illegal. The official sign for 'No Cycling' is a red circle containing a picture of a bicycle. The government's Traffic Signs Regulations and General Directions document states that no variant of this sign is permitted. In other words the additional PSPO plates which contain a red circle sign containing a bicycle with a red diagonal are not legal and could in some people's minds mean that the cycling prohibition sign has been deleted. This technicality may have made all the FPNs issued to date illegal.

In summary, CCNB believes the minority of cyclists who behave in an aggressive and reckless/irresponsible manner and give cycling a bad image should still be fined but not the majority including the disabled who ride responsibly.

Cycling Campaign for North Bedfordshire

**ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014**

**SECTION 59  
PUBLIC SPACES PROTECTION ORDER**

**EXTENSION OF THE BEDFORD BOROUGH COUNCIL Cycling Control Town Centre Public Spaces  
Protection Order 2016 AND VARIATION OF ORDER 2018**

---

The Bedford Borough Council Cycling Control Town Centre Public Spaces Protection Order (“the 2016 Order”) which was made by the Bedford Borough Council ('the Council') and was varied from 20<sup>th</sup> April 2018 (“the 2018 Variation Order” to remove any discount for early payment of a fixed penalty notice.

The 2016 Order, as varied by the 2018 Order, is extended because the Council is satisfied on reasonable grounds that activities carried out, or are likely to be carried out in a public space, namely in the main pedestrianised area of the town centre in Harpur Street, Silver Street, Midland Road and Allhallows as specified on the attached map by the grey diagonal shading (Appendix 1), where activities carried out:

- Are having a detrimental effect on the quality of life of those in the locality, or
- It is likely that those activities will be carried out in a public place within that area that will have such an effect
- The effect or likely effect of those activities is or will be persistent or continuing in nature, and
- Such as to justify the restrictions to be imposed.

The Council is satisfied that the following activities have been or are likely to be carried out in the public space:

**CYCLING CONTROL AREAS**

**The 2016 Order came into force on 15<sup>th</sup> May 2016 and applies restrictions to the main pedestrianised area of the Bedford town centre.**

**The 2018 Variation Order came into force on 20<sup>th</sup> April 2018 and continues to apply the restrictions of the 2016 Order but removes the discount for early payment of any fixed penalty notice issued on or after 20<sup>th</sup> April 2018 by deleting the words “If you pay the fixed penalty within 8 days the amount to pay will be reduced to £50” from the paragraph entitled “FIXED PENALTY”**

**The extension of the 2016 Order, as varied by the 2018 Variation Order, came into force on [ ] and extends the period for which the 2016 Order and 2018 Variation Order is in force from 16<sup>th</sup> May 2019 to 15<sup>th</sup> May 2022.**

a) RESTRICTIONS

*No person shall cycle/ride bikes through the main pedestrian area of the town centre between the designated times (09:00hrs and 18:00hrs) as specified on the attached map by the grey diagonal shading (see Appendix 1).*

b) PERIOD FOR WHICH THE ORDER HAS EFFECT

The 2016 Order came into force on 16 May 2016 for a period of three years until 15th May 2019 and is extended to 15<sup>th</sup> May 2022.

**The 2018 Variation Order came into force on 20<sup>th</sup> April 2018 for the period from 20<sup>th</sup> April 2018 to 15<sup>th</sup> May 2019 and is extended to 15<sup>th</sup> May 2022**

At any point before the expiry of the aforementioned extended period the Council can review and vary the terms of the Order. As well as varying the Order the Council can also seek to discharge it at any time, subject to their being reasonable grounds to support such a decision.

c) WHAT HAPPENS IF YOU FAIL TO COMPLY WITH THIS ORDER?

Section 67 Anti-Social Behaviour, Crime and Policing Act 2014 states:

- 1) It is an offence for a person without reasonable excuse:
  - a) To do anything that the person is prohibited from doing by a public spaces protection order, or
  - b) To fail to comply with a requirement to which a person is subject under a public spaces protection order.
- 2) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- 3) A person does not commit an offence under this section by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order.

Therefore where a constable or an authorised person reasonably believes that you:

- *Are cycling through the main pedestrian area between the designated times (09:00hrs and 18:00hrs) as specified on the attached map by the grey diagonal shading (see Appendix 1).*

The constable or an authorised person may require you to:

- *Stop cycling through the main pedestrian area between the designated times (09:00hrs and 18:00hrs), in breach of the Order.*

## FIXED PENALTY

A constable or an authorised person may issue a fixed penalty notice to anyone he or she believes has committed an offence. You will have 14 days to pay the fixed penalty of £75. If you pay the fixed penalty within 14 days you will not be prosecuted.

## APPEALS

Any challenge to this order must be made in the High Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in, or visits the restricted area. This means that only those who are directly affected by the restrictions have the power to challenge. The right to challenge also exists where an order is varied by the Council.

Interested persons can challenge the validity of this order on two grounds, (i) that the Council diode not have the power to make the order or to include particular prohibitions or requirements; or (ii) that one of the requirements of the legislation has not been complied with.

When an application is made the High Court can decide to suspend the operation of the Order pending the Court's decision, in part or in totality. The High Court has the ability to uphold the Order, quash it, or vary it.

Dated: .....

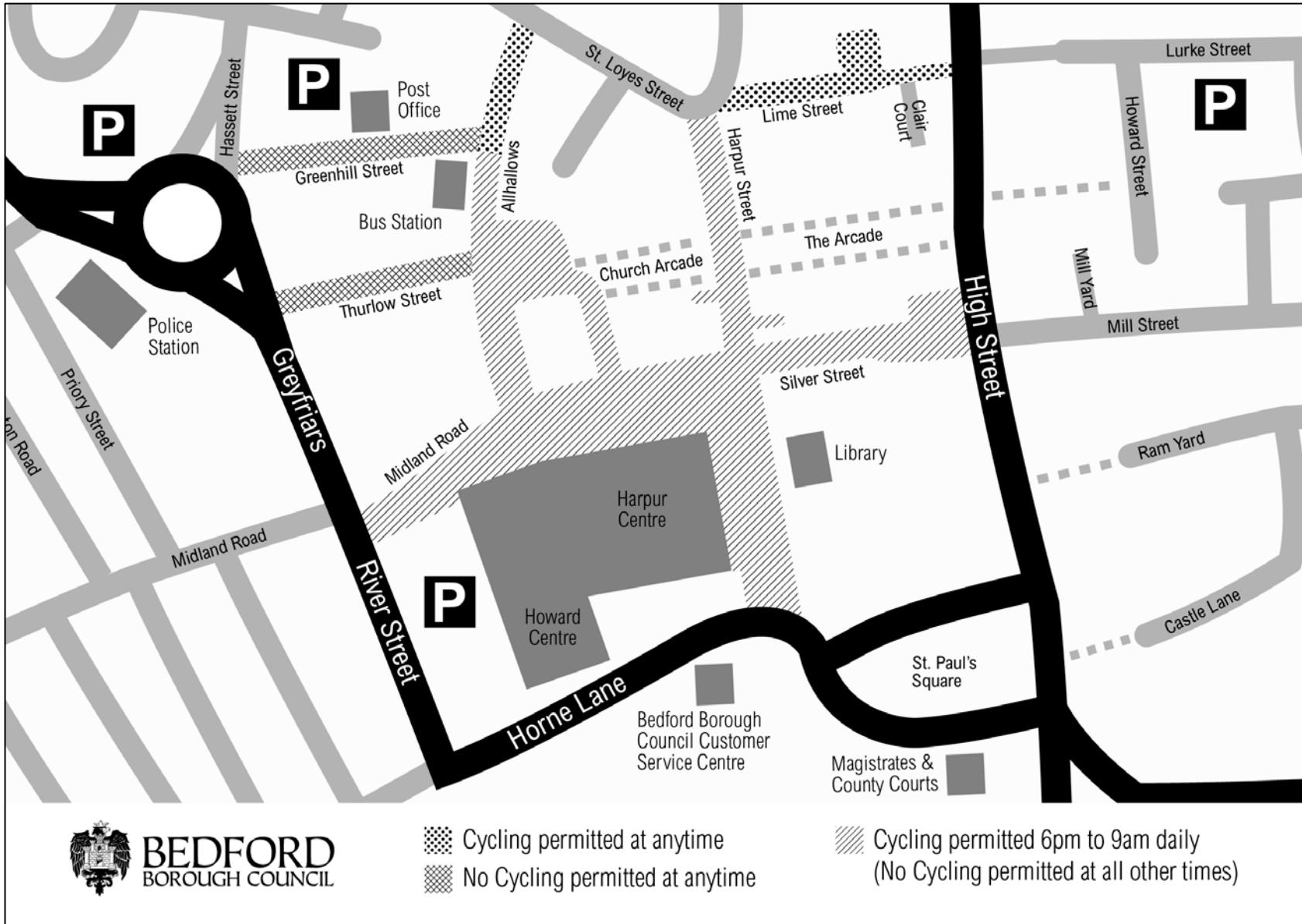
The Common Seal of  
Bedford Borough Council  
was hereto affixed in the presence of

[seal]

Signed: .....

Assistant Chief Executive (Law and Governance)  
Solicitor to the Council

THE BEDFORD BOROUGH COUNCIL Town Centre Public Spaces Protection Order (PSPO) (Appendix 1)



#### Appendix C: Draft PSPO Order (Dog Control)

## **ANTI-SOCIAL BEHAVIOUR, CRIME AND POLICING ACT 2014**

### **SECTION 59 PUBLIC SPACES PROTECTION ORDER**

#### **THE BEDFORD BOROUGH COUNCIL**

#### **EXTENSION OF THE DOG CONTROL PUBLIC SPACES PROTECTION ORDER 2016 AND VARIATION OF ORDER 2017 AND VARIATION OF ORDER 2018**

---

The Bedford Borough Council Dog Control Public Spaces Protection Order 2016 (“the 2016 Order”) was made by the Bedford Borough Council (“the Council”) on 27<sup>th</sup> July 2016 and was varied from 22nd November 2017 (“the 2017 Variation Order) to add restricted areas to the 2016 Order and was further varied from 20<sup>th</sup> April 2018 (“the 2018 Variation Order”) to remove any discount for early payment of a fixed penalty notice.

The 2016 Order, as varied by the 2017 Variation Order and the 2018 Variation Order, is extended because the Council remains satisfied on reasonable grounds that activities of the nature specified in the restrictions below have been carried out, or are likely to be carried out in a public place in the administrative area of the Council and:

- Are having a detrimental effect on the quality of life of those in the locality, or
- It is likely that those activities will be carried out in a public place within that area that will have such an effect
- The effect or likely effect of those activities is or will be persistent or continuing in nature, and
- Are such as to justify the restrictions to be imposed.

#### **THE DOG CONTROL AREAS**

**The 2016 Order came into force from 27<sup>th</sup> July 2016 and applies restrictions to:**

- (i) all land in a public place within the administrative area of the Council as specified below; or**
- (ii) where applicable as detailed in part 1 of Schedule 1 and part 1 of Schedule 2 of this Order**

The 2017 Variation Order came into force on 22<sup>nd</sup> November 2017 and applies the restrictions of the 2016 Order in relation to the exclusion of dogs and dogs on leads to the land as detailed in part 2 of Schedule 1 and part 2 of Schedule 2 of this Order. The 2017 Variation Order did not affect the restrictions set out in a) iii and a) iv below which continue to apply to any land within the administrative area of the Council.

The 2018 Variation Order came into force on 20<sup>th</sup> April 2018 and continues to apply the restrictions of the 2016 Order as varied by the 2017 Variation Order but removes the discount for early payment of any fixed penalty notice issued on or after 20<sup>th</sup> April 2018 by deleting the words “If you pay the fixed penalty within 8 days the amount to pay will be reduced to £50” from the paragraph entitled “FIXED PENALTY”

The extension of the 2016 Order, as varied by the 2017 Variation Order and the 2018 Variation Order, came into force on [ ] and extends the period for which the 2016 Order and 2017 Variation Order and 2018 Variation Order is in force from 26<sup>th</sup> July 2019 to 26<sup>th</sup> July 2022

d) RESTRICTIONS

i. Dogs Exclusion:

A person in charge of a dog shall be guilty of an offence if, at any time, he takes the dog onto, or permits the dog to enter or to remain on, any land detailed in Schedule 1 below.

ii. Dogs on Leads:

A person in charge of a dog shall be guilty of an offence if, at any time, (during the period specified in the schedule if stated), on land detailed in Schedule 2 below he does not keep the dog on a lead.

iii. Dogs on Leads by Direction:

A person in charge of a dog shall be guilty of an offence if, at any time, on land in a public place within the administrative area of the Council he does not comply with a direction given to him by an authorised officer to put and keep the dog on a lead, for such duration and in such manner as specified by the authorised officer.

iv. Fouling of Land by Dogs:

If a dog defecates at any time on land in a public place within the administrative area of the Council and a person who is in charge of the dog at the time fails to remove the faeces from the land forthwith, that person shall be guilty of an offence unless

- a) has reasonable excuse for failing to do so;

or

- b) the owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

Nothing in the restrictions set out at (i), (ii) (iii) and (iv) above shall apply to a person who:

- a) Is registered as a blind person in a register compiled under section 29 of the National Assistance Act 1948, where the offence is in relation to a dog upon which that person relies and which has been trained by a prescribed charity for assistance.

or:

- b) A person with a disability affecting their mobility, manual dexterity or ability to lift, carry or move everyday objects in relation to a dog upon which that person relies and which has been trained by a prescribed charity for assistance.

For the purpose of this Order –

- "Public place" means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission
- A person who habitually has a dog in his possession shall be taken to be in charge of the dog at any time unless at that time some other person is in charge of the dog;
- Placing the faeces in a receptacle on the land which is provided for the purpose, or for the disposal of waste, shall be sufficient removal from the land;
- Being unaware of the defecation (whether by reason of not being in the vicinity or otherwise), or not having a device for or other suitable means of removing the faeces shall not be a reasonable excuse for failing to remove the faeces
- "Authorised officer" means an employee, partnership agency or contractor of the Council who is authorised in writing by the Council for the purposes of giving directions under the Order.
- Each of the following is a "prescribed charity" -

Dogs for the Disabled (registered charity number 700454)

Support Dogs Limited (registered charity number 1088281)

Canine Partners for Independence (registered charity number 803680)

e) PERIOD FOR WHICH THE ORDER HAS EFFECT

The 2016 Order came into force on 27<sup>th</sup> July 2016 for a period of three years until 26<sup>th</sup> July 2019 and is extended to 26<sup>th</sup> July 2022

The 2017 Variation Order came into force on 22nd November 2017 for the period from 22<sup>nd</sup> November 2017 until 26<sup>th</sup> July 2019 and is extended to 26<sup>th</sup> July 2022.

**The 2018 Variation Order came into force on 20<sup>th</sup> April 2018 for the period from 20<sup>th</sup> April 2018 until 26<sup>th</sup> July 2019 and is extended to 26<sup>th</sup> July 2022.**

At any point before the expiry of the aforementioned extended period the Council can review and vary the terms of the Order. As well as varying the Order the Council can also seek to discharge it at any time, subject to there being reasonable grounds to support such a decision.

f) WHAT HAPPENS IF YOU FAIL TO COMPLY WITH THIS ORDER?

Section 67 Anti-Social Behaviour, Crime and Policing Act 2014 states:

- 4) It is an offence for a person without reasonable excuse:
  - a) To do anything that the person is prohibited from doing by a public spaces protection order, or
  - b) To fail to comply with a requirement to which a person is subject under a public spaces protection order.
- 5) A person guilty of an offence under this section is liable on summary conviction to a fine not exceeding level 3 on the standard scale.
- 6) A person does not commit an offence under this section by failing to comply with a prohibition or requirement that the local authority did not have power to include in the public spaces protection order.

FIXED PENALTY

An authorised officer may issue a fixed penalty notice to anyone he or she believes has committed an offence. You will have 14 days to pay the fixed penalty of £75. If you pay the fixed penalty within 14 days you will not be prosecuted.

APPEALS

Any challenge to this Order must be made in the High Court by an interested person within six weeks of it being made. An interested person is someone who lives in, regularly works in, or visits the restricted area. This means that only those who are directly affected by the restrictions have the power to challenge. The right to challenge also exists where an order is varied by the Council.

Interested persons can challenge the validity of this Order on two grounds, (i) that the Council does not have the power to make the Order or to include particular prohibitions or requirements; or (ii) that one of the requirements of the legislation has not been complied with.

When an application is made the High Court can decide to suspend the operation of the Order pending the Court's decision, in part or in totality. The High Court has the ability to uphold the Order, quash it, or vary it.

Dated: .....

The Common Seal of  
Bedford Borough Council  
was hereto affixed in the presence of

[seal]

Signed: .....

Assistant Chief Executive (Law and Governance)  
Solicitor to the Council

## **SCHEDULE 1**

### **(EXCLUSION OF DOGS)**

#### **PART 1**

From 27<sup>th</sup> July 2016 to 26<sup>th</sup> July 2019 the restriction in paragraph a) i of this Order applies to all land described below and detailed on the plans attached in relation to each of those areas:

<b>Location</b>	<b>Area</b>	<b>Ward/Parish</b>
Francis Groves Close	Play Area	Brickhill
Tyne Crescent Play Area	Play Area	Brickhill
Browning Close	Play Area	Bromham & Biddenham
Howkin Close	Play Area	Bromham & Biddenham
Chestnut Avenue	Play Area	Bromham & Biddenham
Molivers Lane	Play Area	Bromham & Biddenham
Holt Row	Play Area	Castle
Priory (Greyfriars)	Play Area	Castle
Russell Park	Play Area	Castle
Sovereign's Quay	Play Area	Castle
St Leonards Multi use games Area	Multi Use Games Area	Cauldwell
Althorpe Street	Play Area	Cauldwell
Dorsey Drive	Multi Use Games Area	Cauldwell
Faraday Square	Play Area	Cauldwell
Faraday Square	Multi Use Games Area	Cauldwell
Mowbray Road	Play Area	Cauldwell
Moor Lane	Multi Use Games Area & Skateboard	Cauldwell
Offa Road	Play Area	Cauldwell
Offa Road	Multi Use Games Area	Cauldwell
Clapham Folly	Play Area	Clapham
Clapham Folly	Multi Use Games Area	Clapham
Clapham Folly (The Glebe)	Play Area	Clapham
Clapham Folly (Fox Close)	Play Area	Clapham
Bedford Park (West)	Play Area	De Parys
Bedford Park (East)	Play Area	De Parys
Bedford Park	Youth Zone	De Parys
Miller Road	Play Area	Elstow
Titchfield Drive	Play Area	Elstow
Whitby Way	Play Area	Elstow
Birse Green	Play Area	Goldington

Ettrick Drive	Play Area	Goldington
Downside	Play Area	Goldington
Goldington Green	Senior Play Area	Goldington
Goldington Green	Junior Play Area	Goldington
Goldington Green	Multi Use Games Area	Goldington
Milburn Road	Play Area	Goldington
Saxon Grange	Multi Use Games Area	Goldington
Saxon Grange	Senior Play Area	Goldington
Saxon Grange	Play Area (1)	Goldington
Saxon Grange	Junior Play Area	Goldington
Saxon Grange	Play Area (2)	Goldington
Poppyfields	Play Area (1)	Goldington
Poppyfields	Play Area (2)	Goldington
Asgard Drive	Play Area (1)	Great Barford
Asgard Drive	Play Area (2)	Great Barford
Asgard Drive	Basket Ball Court	Great Barford
Tolkien Close	Play Area	Great Barford
Embla Close	Play Area	Great Barford
Great Barford Playing Field	Playing Field	Great Barford
Jubilee	Play Area	Great Barford
Clapham Road	Play Area	Harpur
Harrold Odell Country Park	Play Area (near café)	Harrold
Harrold Odell Country Park	Play Area	Harrold
Malakand Road	Play Area	Kempston Central East
Redwald Close	Play Area	Kempston Central East
The Pitts Junior	Play Area	Kempston Central East
St John's Street	Play Area	Kempston Central East
Hillgrounds Road	Play Area	Kempston North
Addison Howard Park	Basketball Area	Kempston North
Addison Howard Park	Play Area	Kempston North
Oak Croft	Play Area	Kempston Rural
Great Portway	Play Area	Kempston Rural
Little Portway	Play Area	Kempston Rural
Lovat Walk	Play Area	Kempston South
Beech Walk	Play Area	Kempston South
The Almonds	Play Area	Kempston South

Southfields	Play Area	Kempston South
Southfields	Multi Use Games Area & Skateboard	Kempston South
Balliol Road	Multi Use Games Area	Kempston West
Balliol Road	Play Area	Kempston West
Alburgh Close	Play Area	Kingsbrook
Duchess Road	Play Area	Kingsbrook
Jubilee Park	Multi Use Games Area	Kingsbrook
Jubilee Park	Play Area (1)	Kingsbrook
Jubilee Park	Play Area (2)	Kingsbrook
Jubilee Park	Basketball Area	Kingsbrook
Jubilee Park (Cottril Way)	Play Area	Kingsbrook
Aylesbury Road	Play Area	Newnham
Cartmel Priory	Play Area	Newnham
Priory Park Country Park	Play Area	Newnham
Belvoir Walk	Play Area	Putnoe
Mowsbury Park	Basketball Area	Putnoe
Mowsbury Park	Play Area (1)	Putnoe
Mowsbury Park	BMX Area	Putnoe
Mowsbury Park	Play Area (2)	Putnoe
Mowsbury Park	Play Area (2)	Putnoe
Allens Park	Play and Multi Use Games Area	Queens Park
The Snipe	BMX Area	Queens Park
The Snipe	Multi Use Games Area	Queens Park
Westbourne Gardens	Play Area	Queens Park
Westbourne Gardens	Multi Use Games Area	Queens Park
Jubilee Field	Playing Field	Wilshamstead
Kingfisher	Play Area	Wilshamstead
Whitworth	Play Area	Wilshamstead
Wixams Village Lake	Play Area	Wilshamstead
Wootton Recreation Ground	Recreation Ground	Wootton
Memorial Hall	Play Area	Wootton

## SCHEDULE 1

## (EXCLUSION OF DOGS)

### PART 2

From 15<sup>th</sup> November 2017 to 26<sup>th</sup> July 2019 the restriction in paragraph a) i of this Order applies to all land described below and detailed on the plans attached in relation to each of those areas:

Location	Area	Ward/Parish
Lily Close	Play Area	Kingsbrook
Kathie Road	Play Area	Kingsbrook
Acorn Way	Play Area	Kingsbrook
Joyce Way	Play Area	Goldington
Fiona Way	Play Area	Goldington
Primrose Fields (opposite number 15)	Play Area	Goldington
Primrose Fields Area 3	Play Area	Goldington
Markham Rise	Play Area	Goldington
Owls Park, Ashmead Road	Play Area	Brickhill
Toddler Park, Grenadier Close	Play Area	Brickhill
Tydeaman Close	Play Area	Brickhill
Crispin Drive	Play Area	Brickhill
Henley Road	3 Playing Areas	Queens Park
Memorial Lane, Bletsoe		Bletsoe
King George Playing Field, Clapham	Playing Field	Clapham
Greenkeepers Park (near Saxon Wav), Great Denham	Play Area	Great Denham
Greenkeepers Park (near River Great Ouse). Great Denham	Play Area	Great Denham
Watford Grove, Kempston	Play Area	Kempston Rural
Forvague Mead, Kempston	Play Area	Kempston Rural
Wood End Road, Kempston	Play Area	Kempston Rural
Radwell Road, Milton Ernest	Playing Field	Milton Ernest

Playing Field, Stevington	Play Area	Stevington
Beauvais Square, New Cardington	Play Area	Eastcotts
Chamberlain Way, New Cardington	Play Area	Eastcotts
Recreation Ground, Turvey	Play Area	Turney
Priory Close, Turvey	Play Area	Turvey
Kingfisher Road, Wixams {additional area)	Play Area	Wixams
Green Lane, Wixams	Play Area	Wixams
Green Lane, Wixams	3G Sports Pitch	Wixams
The Waterfront Lakeside Way,	Play Area	Wixams
Dane Lane, Wixams	Play Area	Wixams
Pheasant Grove, Wixams	Play Area	Wixams

**SCHEDULE 2**  
**(THE KEEPING OF DOGS ON LEAD)**

**PART 1**

From 27th July 2016 to 26th July 2019 the restriction in paragraph a) i of this Order applies to all land described below and detailed on the plans attached in relation to each of those areas

<b>Location</b>	<b>Area</b>	<b>Ward/Parish</b>
Bedford Town Centre	Town Centre	Castle
Foster Hill Road Cemetery	Cemetery	De Parys
Chapel Field	Open Space	Great Barford
Dothans Close	Open Space	Great Barford
Pyms Close	Open Space	Great Barford

Willoughby Close	Open Space (1)	Great Barford
Willoughby Close	Open Space (2)	Great Barford
Land known as Village Green No.27	Village Green	Great Barford
All Saints Church & Cemetery	Church & Cemetery	Great Barford
Norse Road Cemetery	Cemetery	Great Barford
High Road Cemetery	Cemetery	Kempston Rural
Wilstead Allotments	Allotments	Wilshamstead
All Saints Church & Grounds	Church & Grounds	Wilshamstead

**SCHEDULE 2**  
**(THE KEEPING OF DOGS ON LEAD)**

**PART 2**

From 15<sup>th</sup> November 2017 to 26th July 2019 the restriction in paragraph a) i of this Order applies to all land described below and detailed on the plans attached in relation to each of those areas

<b>Location</b>	<b>Area</b>	<b>Ward/Parish</b>
Biddenham	Pavilion, Sports Field and Grounds	Biddenham
Pavenham	Paying Field	Pavenham
St Peters Churchyard, Pavenham	Churchyard	Pavenham
St Mary the Virgin Churchyard, Stevington	Churchyard	Stevington

--	--	--

A link to the Council website showing all the maps of the area can be found on the link below:

<https://www.bedford.gov.uk/environmental-issues/animal-care-and-control/dog-control/dog-control-orders/>