

# NORWICH CYCLING CAMPAIGN

Newsletter No. 63

Winter 2006

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Next newsletter is scheduled for 1st March, contributions to  
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by February 9th 2007 please!

## USEFUL www. LINKS

Cycling  
[norwichcyclingcampaign.org](http://norwichcyclingcampaign.org)  
[eastangliancc.org](http://eastangliancc.org)  
[cycleweb.co.uk](http://cycleweb.co.uk)  
[whycle.co.uk](http://whycle.co.uk)  
[bikeweek.org.uk](http://bikeweek.org.uk)  
[bikeforall.net](http://bikeforall.net)  
[biceberg.es/INGLES/index.htm](http://biceberg.es/INGLES/index.htm)  
[cyclenetwork.org.uk](http://cyclenetwork.org.uk)  
[ctc.org.uk](http://ctc.org.uk)  
[Eurovelo.org](http://Eurovelo.org)  
[ecf.com/discover/index.htm](http://ecf.com/discover/index.htm)  
[nationalcyclingstrategy.org.uk](http://nationalcyclingstrategy.org.uk)  
[socialcycling.org](http://socialcycling.org)

Our very own website  
East Anglian Cycling Club  
Cycleweb cycling directory  
Whycle. Advice site  
2006 Bike week  
Bike For All  
Underground bike storage  
Cycle Campaign Network  
Cyclists Touring Club  
European Cycle Route network  
European Cyclists' Federation  
National Cycling Strategy  
Social Cycling

Other sites  
[norfolk.gov.uk](http://norfolk.gov.uk)  
[norwichareatransport.org](http://norwichareatransport.org)  
[dft.gov.uk](http://dft.gov.uk)  
[norfolk.police.uk](http://norfolk.police.uk)  
[broads-authority.gov.uk](http://broads-authority.gov.uk)  
[transport2000.org.uk](http://transport2000.org.uk)  
[brake.org.uk](http://brake.org.uk)  
[onerailway.com](http://onerailway.com)  
[travelinesoutheast.org.uk](http://travelinesoutheast.org.uk)  
[firstgroup.com/ukbus/eastanglia](http://firstgroup.com/ukbus/eastanglia)  
[centraltrains.co.uk](http://centraltrains.co.uk)  
[greenhoustrust.co.uk](http://greenhoustrust.co.uk)  
[eveningnews24.co.uk](http://eveningnews24.co.uk)

Cover photograph: New cycle route through Upper Goat Lane



# Chairman's Chat

There are some circumstances where our Campaign welcomes new cycle lanes if they make sense, are properly designed (at the detailed level), and are being installed for the correct reasons. Under current guidance segregated lanes should actually only be considered having first looked at the preferred option of integration within a calmed traffic flow. It goes without saying that they should be intended to make cycling both easier and less intimidating, many people are reluctant to cycle due to the perceived danger although, as regular cyclists know, cycling is a reasonably safe activity.

Although we read about Norwich planning applications in the Evening News, Broadland and South Norfolk issues may pass us by. My concern is that these lanes are not created in the places where they are most needed, but rather where money can be found from developers wishing to gain planning permission for new houses, flats and supermarkets. The planning authority and the developers enhance their green credentials, and can quote high levels of spending on cycle facilities. In some cases, cycle lanes are put in deliberately to try and remove bike users from the 'proper' traffic flow.

As I live in Norwich, most of my cycling is within the outer ring road, using roads rather than the few cycle lanes on my routes. When I am travelling further afield I see new cycle routes, but very few cyclists. With the increased size of the Tesco store in Blue Boar lane, and the granting of planning permission for several hundred houses a cycle lane has been created leading from the Wroxham Road, round 3 newly constructed roundabouts, to the Tesco store. At each road leading onto these roundabouts, cyclists on the paths must give way to traffic, in contrast to cyclists using the road, who would have priority.

I have yet to see a single cyclist using this cycle lane. Very few people would be travelling by bike from the Wroxham direction to do their supermarket shopping at Tesco. Residents of the homes to be built will only be using the last few yards of the cycle lane to reach Tesco, those travelling from Norwich can easily use Blue Boar Lane, more direct and almost traffic free now that it is a no through road for cars.

With hundreds of new homes being built in this area, many people will be travelling into Norwich to work, study, shop and for entertainment, and I feel that if these journeys were to be made by bike, rather than by car, it would be a real benefit to the community and the environment. The Park and Ride facility, and a direct bus into Norwich will be a great help, but the flexibility, speed and economy of cycling would appeal to many. The Wroxham Road bus lane does assist cyclists on a well used route, and if other measures were used further into Norwich this would potentially be more effective than cycle routes further out.

An Advanced Stop Line for cyclists at the Magdalen Gates crossing would be helpful, combined with an extended pedestrian phase in the traffic lights. As there are barriers on the corner of each pavement, the distance is too great to allow pedestrians time to cross more than one of the roads, or to cross diagonally. Cyclists could choose to dismount, walk across the junction and down Magdalen Street to the beginning of the bus lane at Stump Cross. Even without changes, this is my fastest and most direct route into central Norwich, and one already used by many cyclists. Unfortunately some cycle along the rather narrow pavement.

This criticism of Sprowston planning could be repeated for the Hethersett cycle path, the cycle lane from the new A11 roundabout to the Norfolk and Norwich University Hospital. Very few cyclists will travel in from outside Norwich, and Colney Lane is a very convenient route for cyclists, since it is now a no through road for cars.

My argument is that the scarce resources spent on cycling 'facilities' should be focussed on improving routes which cyclists already use, or would do with changes. That usually means expenditure at junctions which are currently problematic, rather than frittering away funds on lengthy stretches of roadway which are not going to generate cycle use that is not there already. Fraser's article on the Pound Lane cycle lanes will give an account of their usefulness, when properly planned!

It should be genuinely advantageous for cyclists to use the provided cycle lane rather than the road, and to be honest that rarely is the case. Good examples of this are those roads which are more direct, but not open to car use. King St, Castle Meadow, etc. I find bus lanes an excellent arrangement, good and wide, and with buses causing relatively few problems (other than their emissions!)

Jeff Jordan



