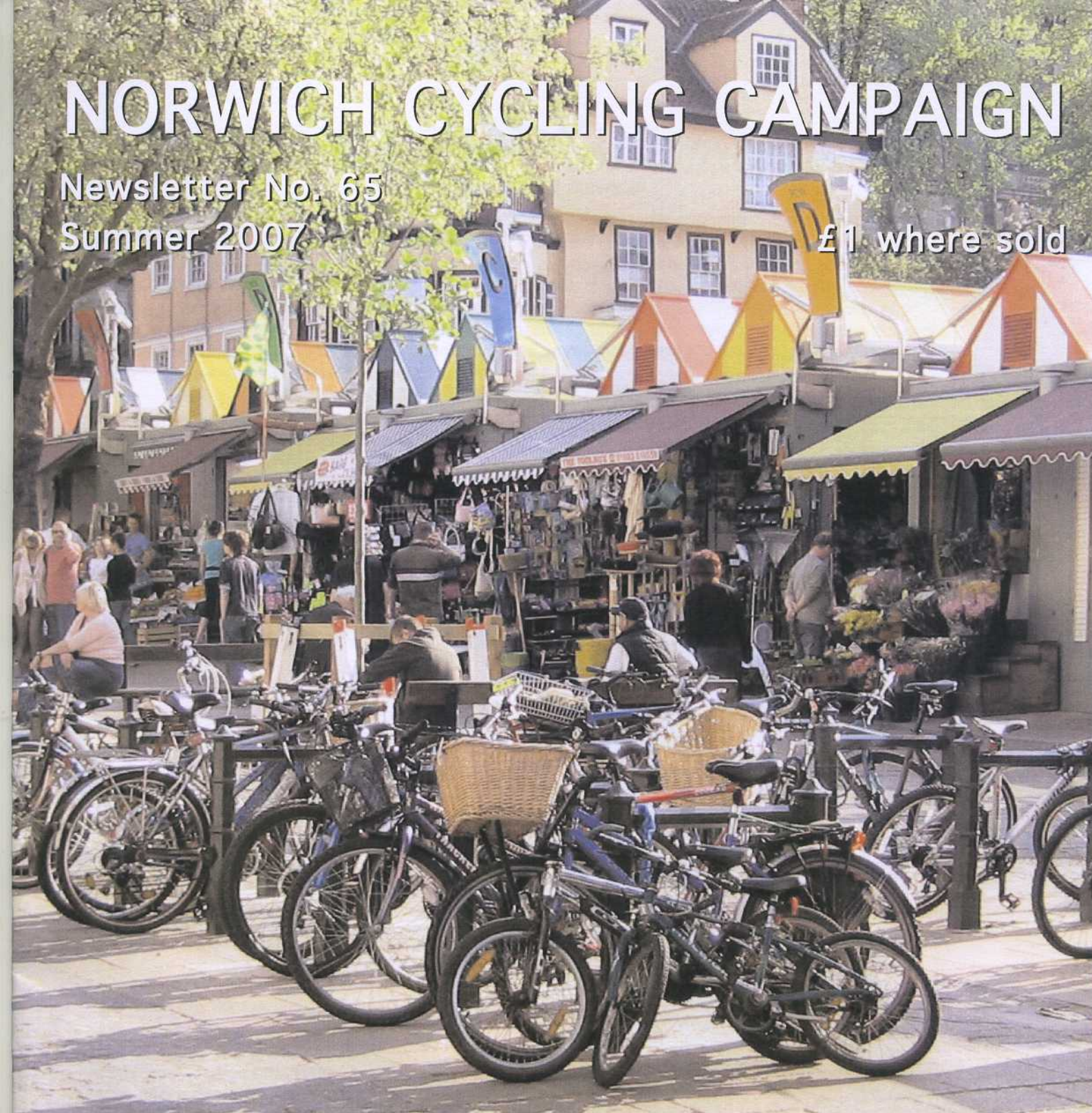


NORWICH CYCLING CAMPAIGN

Newsletter No. 65

Summer 2007

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CONTENTS

- 3 Matthew's Mutterings
- 6 Campaign Targets
- 7 River Parkway
- 8 Phyll's Philosophies
- 9 Cambridge-Ely trip
- 11 Bike Week programme
- 12 What's on

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Next newsletter is scheduled for September, contributions to
david@vanedwards.co.uk
by August 25th 2007 please!

USEFUL www. LINKS

Cycling

norwichcyclingcampaign.org	Our very own website
eastangliancc.org	East Anglian Cycling Club
cycleweb.co.uk	Cycleweb cycling directory
whycycle.co.uk	Whycycle. Advice site
bikeweek.org.uk	2006 Bike week
bikeforall.net	Bike For All
biceberg.es/INGLES/index.htm	Underground bike storage
cyclenetwork.org.uk	Cycle Campaign Network
ctc.org.uk	Cyclists Touring Club
Eurovelo.org	European Cycle Route network
ecf.com/discover/index.htm	European Cyclists' Federation
nationalcyclingstrategy.org.uk	National Cycling Strategy
socialcycling.org	Social Cycling
angliancyclist.org	Anglian Cyclist

Other sites

norfolk.gov.uk
norwichareatransport.org
dft.gov.uk
norfolk.police.uk
broads-authority.gov.uk
transport2000.org.uk
brake.org.uk
onerailway.com
travelinesoutheast.org.uk
firstgroup.com/ukbus/eastanglia
centraltrains.co.uk
greenhousetrust.co.uk
eveningnews24.co.uk

Cover: At last, cycle racks in Gentleman's Walk. (inset the NCC campaign)

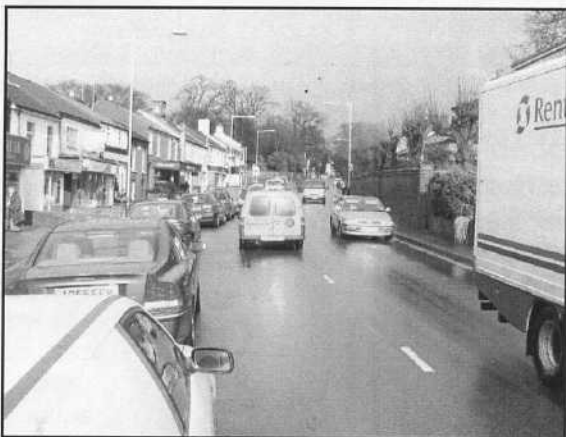


More Mutterings from Matthew

By the time you read this, those positively Pyrenean sunny days of spring will have given way to the glowering glumitude of the summer weather that we normally associate with Bike Week. Just right then for muttering Meldrew to shuffle forth again from the bike shed and start dispensing exasperated scholium upon the state of the bicycling infrastructure of Norwich. Not one to give himself to unfettered celebration of what others regard as one of the more enjoyable cycling cities, his considered view is just a little bleaker than that of the curate's egg floating in a half-full glass of beer. Why, here he comes now, both the beer and egg left untouched....

Unthankfulness

One of the consultations that came through recently was for a City Council scheme rather euphemistically entitled Unthank Road Traffic Calming Scheme. The idea appeared to be to try and soothe drivers down to a safe speed by flashing speed reactive signs at them as they cruise down the hill towards that section of Unthank Road with the shops. This would be about as effective as putting up signs in City Hall banning staff from talking gibberish. There were also a few kerb build-outs planned, not of course to benefit pedestrians where the footway is presently less than 1m wide (perish the thought), but at other more important places where there is a need to 'protect parked cars'. The true priorities of the designer were also revealed by the blind belief that the present on-road car parking outside the shops, where the road is narrowest, is absolutely essential.



Any bike user on Unthank Road will tell you that's exactly where they feel most at risk of receiving that delectable combination of a car door in the face and a No.25 bus up the high street. Just 15 car spaces take up nearly 30 per cent of the limited available road width, leaving just 5.5m for two streams of cars/lorries, pedestrians stepping off the 1m pavement, and little old you on your bike. We have

therefore gently suggested in our response that the cause of safety would be served by examining whether that road width could be better allocated, say by moving that small amount of car parking to part of the derelict petrol station site nearby site and widening the footways, or even creating a 'shared space' (see www.shared-space.org).

Upstanding citizenship

Continuing our highlighting of all facets of the axis of evil across our city, we've reported further examples of vertical upstands needing to be taken back a peg or two. They include

- A temporary vertical edge that appeared during work at St Andrew's Plain,



- New high kerb replacing what was previously a handy dropped kerb at the corner of Unthank Road and Earlham Road near the bridge over Grapes Hill], and
- A nasty vertical upstand at the junction of Back of the Inns and Red Lion Street (encountered this one yet?).



Pinch assault

Not far away, in that majestic artery Colman Road, is yet another wacky Council project following previous themes of constructing little islands in the middle of the heavily trafficked road so children can grow up experiencing the full benefit of thundering vehicles each side and inhaling the noxious brew of a morning. That's why it's called 'safer and healthier journeys to school'. An alternative (less ironic) name for this design approach could have been 'squeeze the pesky cyclist into the gutter, or preferably under the rear wheel of my 40-tonner'. The basic rationale is that it's far more important that there is a 2m wide completely unused hatched area on the centre line of the road than to allow nearside space for the likes of us (or even our kids) to ride our bikes in health and safety.

How to make cyclists cross

If you, like me, visited a recent exhibition showing future proposals for Barrack Street, you will no doubt have been impressed at the complete and endearing ineptitude of the designers of a signalised 'high quality' crossing that is supposed to allow cyclists to get from Silver Road across the redeveloped Jarrols



