

NORWICH CYCLING CAMPAIGN

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USEFUL www. LINKS

Cycling

eastangliancc.org
cycleweb.co.uk
whycycle.co.uk
bikeweek.org.uk
bikeforall.net
biceberg.es/INGLES/index.htm
cyclenetwork.org.uk
ctc.org.uk
Eurovelo.org
ecf.com/discover/index.htm
nationalcyclingstrategy.org.uk

East Anglian Cycling Club
Cycleweb cycling directory
Whycycle. 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

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
greenhousetrust.co.uk
eveningnews24.co.uk

National Bike Week 14th-22nd June 2008

Bike on for fun
<http://bikeweek.limelightinteractive.com/>

Bike Week is one of the UK's biggest mass participation cycling events. A national celebration of freedom, Bike Week is an annual opportunity to promote cycling and demonstrate the social, health, and environmental benefits of cycling, not to mention the sheer convenience of the bike.

Bike Week this year is challenging families to get out of their cars, step away from the TV and get on their bikes. The call to action is 'Free the Family' and rediscover how much fun you can have together on a bike. Thousands of free cycling events will provide plenty of opportunities for people to get on their bikes. There will be something for everyone from total novices to passionate cyclists."

Check our website and next newsletter for details of events being organised by Norwich Cycling Campaign

Cover: Bicycle paramedic on duty in central Norwich, 23rd February 2008. For details see:
<http://www.eastanglianambulance.com/content/services/emergency/bicycleParamedic.asp>



Council insists cycle link plans are still on agenda



A rivers heritage group has raised concerns that plans to build a cycle link between the city and Whittingham are not materialising.

Fears have been allayed that Norwich could lose its £1m lottery win aimed at improving links between the countryside and the city.

Civic leaders told of their joy at the end of last year after the Sustrans' Connect2 project won the People's £50 Million TV competition in a public vote.

Part of the bid included a pedestrian and cycle link between the city and Whittingham, which is expected to receive £900,000 of the cash.

This money needs to be spent within five years and be match-funded by local authorities.

However, the Norwich Rivers Heritage Group (NRHG) have raised concerns that plans to build traffic-free paths between the city centre, Thorpe and Whittingham could fall through.

Two months after winning the bid they fear there is not enough enthusiasm for the project and not enough ground-work has been done, thus putting it in jeopardy.

Matthew Williams, chair of NRHG, said: "We've been concerned for the last few weeks that there's been no



City link hopes:

Norwich South MP Charles Clarke, left, next to Norwich Connect2 chairman, Matthew Williams, pictured last year during their bid for lottery money for a traffic-free link between Whittingham and the city. Right, the walkway and cycle track at Whittingham Broad. PHOTOS: DENISE BRADLEY (left) and TIM DOYLE (right).



deliberate plan formulated and there's been no appointment of a working group to take this project forward.

"It's up to the local authorities to explain how this thing is going to happen - a lot of people worked hard to win the bid and to get people to vote, and a lot of people voted, and now, not unreasonably, they want to know when they are going to get their path."

But bosses at Norwich City Council, which also has to stump up £900,000 towards the scheme, say the plans have not gone off the boil.

Amy Lyall, spokeswoman,

said: "These comments from the Rivers Heritage Group are extremely disappointing and premature, coming eight weeks into a very ambitious five-year project."

"This large-scale plan will require a lot of work behind the scenes to co-ordinate, and it is unrealistic to expect news within weeks of the start of the project."

"Applying for funding is a long process, and we did not expect to be able to make any announcements at this early stage but the city council remains fully committed to the Sustrans Connect2 project at

Whittingham." Nigel Brigham, Sustrans' regional director, added: "We always knew that this was going to be the most complicated project in the region."

"We have five years to complete the project and it is definitely possible, but it's crucial that we all pull together to make it happen."

Kate Scotter

kate.scotter@archant.co.uk

**Have your say at
en24.co.uk/forums**

Matthew adds...

No-one is saying this is a simple project, and that is exactly why it is necessary to sort out the project management, so that a start can at least be made. This project is about creating a link on the ground, not just an opportunity for certain councillors to bask in positive spin. If last year's experience with the Chapelfield cycle project money is anything to go by, the City Council seems adept at allowing things to drift for want of proper focus and support, to the point where there is a real danger of losing the funding. And then spending their time telling you why things can't be done.

Those responsible should ask themselves why Sustrans have taken the precaution of having twenty projects on a national reserve list. There are other local authorities nearby who have got themselves organised and would be only too keen to push ahead with their Connect2 projects, given the opportunity.

If you care enough about this, you could write a quick email or note to your City Councillor and Member of Parliament expressing your concern that the City Council may not be getting their act together on this one. As things stand, there's no-one in City Hall to engage with, and most of the elected Councillors now seem to be keeping their heads down. Maybe they hadn't really expected to win the lottery money. Maybe the hoped-for matching funding hasn't materialised. Maybe they now wish the whole thing would go away. Don't let it - we can get going with this link, with a bit of timely pressure.



More Mutterings from Matthew

Devindet explained again

Now that we are once again deeply into the season of Lent, I thought it only proper that pious readers such as yourself should reflect upon the danger we all face as humble bicycle users (as if you didn't already know). I'm not just talking about the car-door opening sort of danger, but something darker and more sinister. Brothers and sisters, I am warning you we must all be vigilant from the very moment we don our cycle clips and deer-stalkers. Beware, the Devil is lurking all around, in various forms, as I shall attempt to illustrate.

As I have said in this column so many times, the easiest place to find the Devil is in the detail. After all, that's where you ride your bike, at street level, the all-too-familiar bit three metres in front of your face - before we even consider the car doors. Every day you grimly encounter that curiously uneven surface, that thick dollop of thermoplastic paint right on the corner where you turn, that gutter where the debris always accumulates, that carefully positioned post just where you don't want it, and most obvious of all, that 'dropped kerb' which requires the accompanying Ker-Dunk to be truly capitalised as your backside takes the rap.



If we but open our eyes, we will recognise all these as sure signs that, at the very least, our highway designers and providers are fallen beings, they have not really sought to care about the detail, and that is why the detail becomes inhabited by the Devil. When the designer is a car-head, he has no real reason to give a damn, but it is the Devil who makes sure we get damned anyway. After all, it's not as if we cyclists are legitimate road users, or even worthwhile beings...or so we are encouraged to think.

And so, you may think, my habitual slide into despair and self-pity. Yet I hope you notice at this stage that I remain full of charity towards those individuals who

could so easily be blamed for perpetrating the cycle-unfriendly infrastructure we see so abundantly around us. It would be very easy simply to conclude that our planners are, on the whole, malicious and malevolent towards bicycle users, given all the published guidance available and the opportunity to get it right. Yet how can they be expected to have that insight, as we do, that when it comes to design 'it's the last five per cent that counts'? No, since it is Lent, I shall continue to regard these things as sins of omission rather than commission....but there again....

Devinzeros

Now this is something to watch out for. Superficially masquerading as a Greek shipping tycoon, the devil is in all those lovely zeros following the pound signs. For too long we have been tempted into silently accepting a straight-line correlation between quoted spending on 'cycling' and the good of mankind. Be it a trumpeted government statement, a Norfolk County Council budget or even (on rare occasions) a sum announced by a plasticine representative of Norwich City Council, we have been led to think that every pound is more progress towards a cycle-friendly world.

Unfortunately this is not the case. More often than not, money allocated to 'cycling' is at best a half-hearted attempt to mitigate the damage done by some other transport decision, such as construction off a cycle path on Earlham Road because of the road has been made unnecessarily dangerous by bodged planning of pinch points and traffic generation. At worst, it has been a deliberate attempt to get bikes off the road to clear the way for private cars - we're still suffering the consequences in Earlham Green Lane, for example.

There are of course some noble exceptions (such as the recent careful spending of the Chapelfield money), but when we heard of the recent Government announcement of £140 million of our money (yes, £140,000,000) to be spent on cycling over the next three years, the immediate reaction was: What in Heaven's name can all this be spent on?



Loadsamoney!

The answer apparently includes more children's cycle training (good), more connections from schools to the National Cycle Network (probably good), more cycling demonstration towns (the jury's out) and that answer to walking buses: 'cycling trains and other cycling incentive schemes' (no comment). So there we have it, a mere £140m, to create 'a sustainable future for cycling' (bet you didn't realise cycling was sustainable). Cheap at half the price, as long as government action under other headings continues to ensure constant growth in motor traffic to keep us healthy as a nation.

Devinhat

Now this is a curious one. A fine head of hair and a fine political future, and what does Mrs Kelly go and do? Not just announce that 'cycling is a viable mode of travel costing £140m', but then appear on the front page of her report wearing a helmet placed right on the back of her head, precisely the way all those children who are about to be trained in lesson number one is the WRONG way to wear it.



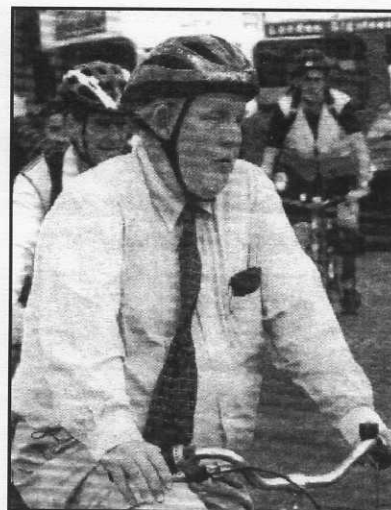
Brainless

Obviously, coolness and dudeness and helmetness are greater government priorities than anything meaningful to do with cycling. I'm sure all those bored kids in the photograph were initially quite positive about cycling before the Minister for Transport got involved. By the way, people on bikes not wearing helmets simply do not exist, if you go by all the pictures in the government's report, without exception. This is either an extreme example of helmetical correctness, or an attempt by junior ministers to get back at a former political master (see prime ministerial picture below).

Devonbike

Not as you might innocently suppose a small business in Taunton hiring out cycles to tourists, but a veritable wolf in substantial sheep's clothing. It's just an oncoming 'cyclist'... ..substantial enough, but not all he seems. The tell tale signs are that exaggerated wobble resulting from the inability to select a low enough gear, and, yes, that brand new polystyrene headpiece that is evidently straight out of its box. All in all, some curiously obvious giveaway signs that tokenism is alive and kicking.

This particular manifestation, like the Kelly one, is actually a rather rare event, but when spotted is generally accompanied by hangers-on clutching cameras and press-releases. After wobbling for a few yards along the road (followed by walking back



Not an everyday sight

and repeating as necessary until the photographers are satisfied), there is an earnest look as the pontificating begins about the manifold benefits of cycling, bla bla bla, very much from the same hymn-sheet as we heard from Devinhat. While a public call for lots more cycle paths can astutely be diagnosed a characteristic symptom of evil intent and waywardness, it's the reluctance to provide any sort of detail that allows you more quickly to recognise the devilry behind that jolly green giant.

Researchers have discovered that one of the earliest recorded impish incidents of this kind (admittedly without the oh so British helmet) occurred back in 1997 in Amsterdam at an international conference, subsequently investigated and reported as the Blair Witch Project. Note the slightly demented smile and the red eyes as he all-too enthusiastically slipped into the saddle.



They were the future once.

The same sort of thing has been evident more recently in TV footage taken of a rival politician on the streets of Westminster, but it didn't fool the



seasoned newspaper reporters who published their picture under the headline 'Dave is your Camera on?' But now, it seems the heavyweights are all at it, and they have been seen in the very heart of his Norwich constituency – you have been warned. Just a shame that no-one is prepared to offer a clue about what practical difference the money could make in our city, as if that were the point.

Devintriper

Now I'm sure you have by now worked out that the 'Dev' and the 'in' bit mean in my rather laboured acronymic headings, but now I need to tell you that the 'tri' means 'trial', and the 'per' is short for 'period'. Now if you're a decision-maker in a position of power, and if a bit of innocent devilry is likely to be stirring up a hornet's nest of opposition from do-gooders, then what better ploy than to dress it up as a trial period, to allow 'assessment' and 'consultation' or other meaningless concepts in the hope that things will die down. And in the unlikely event that they don't (no thanks to that troublesome Cycling Campaign), or if there is the odd unfortunate messy incident along the way, you can always throw up your hands, keep a straight face and cry "Just testing!"

Casting round for a relevant example, I chance upon a little project know as the 'Freight Consolidation Centre Project', a cosy little deal between Norfolk County Council and a private haulage company to offer big shops in Norwich City Centre the opportunity to convert their unprofitable storage space to more retail area by running lorries in and out of the city at peak times. Miraculous, you might say, to which I would reply, yes, either the work of the Divine or the Devil, and guess which.



3m wide and 40 mph - plenty of space

It's all made possible by running the HGVs down the bus and cycle lane in Newmarket Road. Saves disrupting the traffic flow you see. You may look aghast, you simply adore that cycle route and it wouldn't be the same sharing it with big trucks. But after a time you are reassured by our County Council friends that you needn't worry your pretty head, it's

only a little trial, for just six months, and only involving a handful of vehicles driven by lovely people with lovely smiles (and maybe with shades to hide their lovely red eyes).

Do not be deceived by this, make no mistake, a very dangerous precedent is in danger of being set. We are being all set up ready to be brushed aside by (or more likely squashed beneath) the axle of evil.

Maybe we'll just stick with devindet

Perhaps we have gone too far with our Lenten theme, maybe you can get too fixated about devils, and there are one or two saints out there too somewhere. But we have always had the 'devindet' principle to guide us, and will use it again.

For example, the full planning application has now been submitted for the redevelopment of Anglia Square. Hurrah! You'll find lots of great general stuff in the transport impact assessment and other documents about how good it will all be for cycling. Cycle paths, cycle parking, signalised crossings, do we just love cycling like the city planners want us to. You then look at the actual detail of the proposals, by squinting at the small scale drawings that usually have the interesting bits off the edge, and then you suddenly find yourself weeping again. A completely unnecessary blanket ban on cycling to the shops in the new square and along the obvious north-south through route. Instead a share-use path offering a big detour and compulsory use of signalised crossings with extended waiting times at the edge of new sweeping roadways designed with the motor vehicle capacity of urban motorways. At least the application is honest enough to say that cycling is 'likely to remain a relatively minor mode of transport' (I wonder why?), thus undermining all their earlier hype. Needless to say, Norwich Cycling Campaign has put in an objection to the application that everyone else seems to think is the future salvation of the northern city centre. Oh we are little devils.

Matthew Williams



Urban Cycling – A risky business?

In spite of the recent signs of Spring, winter is still here with dark afternoons and the cold & rain designed to put us off cycling for the next month or so. I try to take my lights with me all the time, because even at 2pm the other day is seemed like night time with all the cars using their headlights. Perhaps not everybody realises, but once vehicles mostly have lights on, many drivers stop seeing shapes or objects on the road and just focus on lights. So the cyclist without them, AND wearing your nice warm dark winter coat is completely invisible!

So the first rule is to be seen, wear a bright reflective jacket or belt, particularly at dusk, also use lights. They are not to help you see where you are going, but be seen by others. Secondly be much more alert for vehicles at dawn & dusk. Practice defensive cycling, and try not to place yourself in a vulnerable position at junctions/roundabouts. Sometimes unavoidable I know, but if you are about to cross the path of a vehicle make sure the driver is looking at you. When behind Vans, Lorries & Buses – if you cannot see the wing mirrors then the driver cannot see you.

Thirdly, wear a helmet or not - it's your choice – there's as much risk of head injury on off road paths as on the road. As long as it doesn't restrict your vision or hearing, because all senses are important when riding in traffic. Member of the Campaign Alison writes:

"I don't know how it happened, as that bit's a blank, but somehow I came off my bike and knocked myself out on a low brick wall 10 days ago and got concussion. Concussion is not fun - in short, I don't

recommend it. and yes, I was wearing my (properly-fitting) helmet at the time. I wasn't going at any speed (having just come through a bike gate) and I wasn't on the road." We all wish her a speedy recovery from her accident.

Perhaps the safest course of action is to stay at home all day and not venture out during the winter? Not so according to RoSPA statistics, the home is where many people each year are injured by scalds, burns and trips and falls! Also remember that not taking some regular exercise daily carries a greater risk to your long term health than cycling. We generally live a much more sedentary lifestyle than our bodies have evolved for, so while I do not get out and hunt mammoths on foot much anymore (being vegetarian), I do go out and cycle in Norwich traffic daily.

I read an article in the Guardian magazine last weekend about parents who wanted to cover a brick patio in their garden to prevent bumps to their toddling baby. The experts from Child Accident Prevention trust, Assn. of Play Industries and RoSPA all agreed that this was not necessary. Their head of play safety emphasised the need for children to learn to interact with their environment, and learning from scrapes and tumbles was all part of growing up.

My view (and it is my personal view) is that every action (or inaction) brings with it some risk. As individuals we can take steps to minimise that risk through planning ahead, alertness for changing situations and wearing the right clothes for the right circumstances.

So embrace the minimal risks associated with cycling to work/school/shops and enjoy every minute of being out in the fresh air.

Richard Bearman

Any Shape of Bike and Rider Welcome!

Hi All

Sunday 9th March starting at 9:30am from the Heartsease Roundabout
A gentle ride through beautiful Norfolk countryside on lovely quiet lanes.
After peeking thru the leafless hedges of posh houses, a Cafe break will take place.
After a few more miles (more than 5), a Public House will be invaded by the minions of the darkside and other folk on NORMAL bikes for an intake of sustenance.
A gentle ride back to Rackheath will follow for a look round Mike Burrows' workshop.

Let me know if you are interested.

Cheers,

Fraser

01603 471827



Phyll's Philosophies

I've been having a sort-out of everything relating to cycling which I've collected over the past decade or so. They make enlightening reading with some wonderful ideas to promote cycling, but so very disappointing in how few have actually been implemented.

There was the 1998 White Paper on The Future of Transport, 'A New Deal for Transport: Better for Everyone'. The Foreword by John Prescott starts, 'There is now a consensus for radical change in transport policy.....The previous government recognised that we could not go on as before, building more and more new roads to accommodate the growth in car traffic. With our new obligations to meet targets on climate change, the need for a new approach is urgent.....' It goes on to discuss sustainable and integrated transport, changing travel habits, better planning and enforcement, partnerships for action and so on. It is an excellent publication packed with ideas and examples of good practice. On cycling it mentions local transport plans, the National Cycle Network, the National Cycling Forum and National Cycling Strategy. It predicts that 'The New Deal for Transport' will make a big difference to all our lives. Has it?

Another publication, 'Road Transport and Health' (BMA 1998) speaks of patterns of transport use in the UK, the health benefits of walking, cycling and physical activity and the health impact of road transport – accidents, air and noise pollution, community severance, personal safety, access to healthy diets, changing attitudes, establishing priorities. It mentions the Road Traffic Reduction Bill 1996 which required local and regional traffic targets to be set, but not the national targets in the original draft. It admits that traffic reduction is crucial in releasing the potential for walking and cycling. It gives a number of recommendations for action by local and central government, health professionals, workplaces and organisations. If only these recommendations were followed up!

Locally the Norwich City Council Cycling Strategy (see below), also had big ideas: 'The Council will promote cycle-friendly initiatives and will consult with local groups through the Cycle Forum and other channels.' So what became of our Cycle Forum? It ran for a few years with lots of interest from cyclists but very little from the city council, even less at following up any suggestions. There was even some outright opposition – note the demise of our plans for a cycle centre, the building of which was part of the planning permission for the Chapelfield shopping centre.

However some ideas have been followed up. We have many more cycle parking racks and, however many are provided, they always seem to be full so presumably they do encourage more cycling. 'Major cycle routes will be clearly and continuously signed' – well, there are a few Route 1 signs about but cycle tourists without a map will be hard put to find the route from the railway station, for example, and who would guess that the secure under-cover cycle parking at St Andrew's multi-storey was so close to Route 1 where it crosses Duke Street? 'Attention will be given to maintaining good road surfaces along cycle routes.' They should inspect road surfaces in Thorpe Hamlet which are in very bad condition. Even local drivers complain! What do you think of the Norwich Cycling Strategy? In the 14 years since its inception how far has it fulfilled its high aspirations? It seems to me that as with all national and local government schemes, there's a lot of talk but very little action. The same applies to all the conferences I've attended, full of the most wonderful ideas but very short on implementation. Whatever happened to England's Cycling Country, the cycle tourism strategy initiated by the East of England Tourist Board in 1996?

Out of ten European countries, Britain apparently has the third highest rate of pedestrian fatalities, only Spain and Italy faring worse. The AA reckons the removal of large numbers of zebra crossings and their replacement by fewer Pelican crossings with lights and flashing signs could be the cause. They cause confusion and frustration for pedestrians – why should they have to wait while streams of cars are given priority? The notional aspiration that pedestrians and cyclists are top of the road traffic hierarchy, with car drivers somewhere near the bottom, hasn't happened yet. So it is good to see the reinstatement of a zebra crossing in St Andrew's Street. Now the almost constant stream of pedestrians using the zebra is causing tailbacks so one wonders how long before the controlled crossing is back.

In Prince of Wales Road how much more convenient would zebra crossings have been instead of the series of computer-controlled ones we've been provided with. These turn red even when no pedestrians are wanting to cross and are supposed to be a traffic calming measure, creating a 'green wave' as one passes down the hill. I find having to stop at every successive red light most frustrating. The scheme certainly wasn't devised with cyclists' interests in mind.

Ever since bus, taxi and cycle lanes were first painted



on the road other types of vehicle have been claiming to be a special case and allowed to use them too. In Norwich a particular type of lorry is to be allowed to use the Newmarket Road bus lane 'for a trial period.' How long before all lorries are so permitted.

A major report on the effects of allowing motorcycles to use bus lanes apparently 'provides overwhelming evidence of safety benefits to cyclists and pedestrians' (Daily Telegraph Motoring, 26 Jan '08). Transport for London created two trial routes in which powered two-wheelers were allowed to use bus lanes, and the results apparently showed major safety benefits for all vulnerable road users. These routes, on London 'A' roads, recorded increased cycle useage, with significantly improved cyclist and even pedestrian safety. The reasons for these improvements were not looked into but are thought to include the critical mass effect, where other road users expect them to be there and behave accordingly. The report is due to be published shortly. Many local authorities are waiting for its conclusions before implementing their own policies. So it looks like it's only a matter of time before motorcycles will be permitted to use bus lanes, and possibly other cycle facilities too.

Every so often the question of why cyclists don't pay road tax crops up in the press. A recent survey of CTC members found that 85 per cent were also drivers and so do indeed pay road tax. This percentage is higher than the national average for car ownership. Maybe those who cycle regularly instead of using their car should be able to claim a rebate on road tax. Pay-as-you-go road tax could also encourage more bicycle use for short journeys.

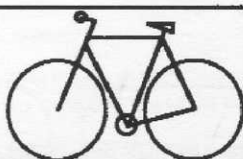
On Easter Monday the new season of CATI (Come and Try It) rides begins with a day ride out to Reedham. I originally started this group in 1993, thinking there was a need for short easy rides for novice adult cyclists who preferred doing it in company. I never envisaged it would become so successful or continue for so long, even more so since Sue Bergin started featuring our rides in her weekly EDP column. If you haven't joined one of our rides do look at our programme and consider it. We generally have a tea stop somewhere, so be prepared!

Looking forward to the new cycling season – and don't forget to give that friendly wave as we pass.

Phyll Hardie



NORWICH
City Council



CYCLING
STRATEGY

Introduction

- o The City Council recognises that cycling is a serious mode of transport which is healthy, energy efficient, low-cost and available to all sections of the community.
- o The City Council recognises the large potential for an increase in cycling in Norwich, the desirability of a significant modal shift from motor vehicles to bicycles and the City Council's role in creating the right conditions to enable more people to cycle.
- o The Council will continue to promote 'cycle-friendly' initiatives and will consult with local groups through the cycling forum and other channels.
- o The City Council will work closely with other organisations including Norfolk County Council, the Police, the Health Authority, educational institutions and employers to create a 'cycle-friendly' environment.

Encouraging Cycling

- o The City Council's target for increasing cycle use is a doubling by the end of 1998.
- o The City Council will press for increased funding towards cycling both to reflect current demand and projected future levels of cycling.
- o High priority will be given to the needs of cyclists during the assessment and design of all new highway schemes. Developers will be encouraged to provide for the needs of cyclists in all new developments. Cycling will be integrated into all land-use and transportation policies.
- o The City Council will publicise completed cycle routes, alongside general promotion of the environmental and health benefits of cycling.
- o Close co-ordination will be maintained with Norfolk County Council and Broadland and South Norfolk District Councils to take full advantage of opportunities for developing cycling routes out of the City.
- o The City Council will encourage its staff to cycle by providing facilities and attractive cycle mileage allowances.
- o The City Council will lobby the railway industry and Central Government to remove as far as possible the restrictions on the carriage of bicycles on the railways.



Making Cycling More Convenient

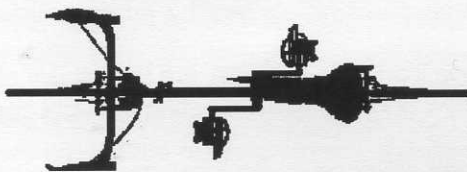
- o A master plan showing the city-wide strategic network of cycle routes will be held in the Planning and Architectural Services Department and updated at regular intervals. This network will seek to cater for existing cyclists' desire lines or provide convenient alternative routes. The criteria for assessing the suitability of cycle routes will include present and future demand, directness, continuity, safety, comfort and coherence.
- o Available resources will be systematically committed to carrying out engineering works to improve or develop particular cycle routes, with a view to increasing their usage.
- o Existing facilities will be reviewed and future facilities designed to be as free flowing as possible for cyclists.
- o Particular attention will be given to improving priority and assistance for cyclists at major road crossings, junctions and roundabouts.
- o Cyclists will normally be exempt from street closures, banned turns and one-way systems. Exemptions will normally be made for cyclists to use bus lanes. Shared footway cycle paths will be considered where appropriate.
- o Major cycle routes will be clearly and continuously signed.
- o The standard of cycle parking in the City centre and elsewhere will be improved. Efforts will be made to provide adequate secure cycle parking facilities at convenient locations including the railway station. In the case of new developments, this will be achieved through planning requirements.

Making - Cycling Safer

- o The safety and personal security of cyclists will be considered at the initial development stage of all highway improvements, traffic management, traffic calming and environmental schemes.
- o Wherever possible, means will be sought to improve safety for cyclists and pedestrians which avoid sacrificing the convenience of either.
- o A review of accident cluster sites will be undertaken and suitable proposals included within the Council's Accident Investigation and Prevention Programme.
- o Attention will be given to maintaining good road surfaces along cycle routes.
- o Appropriate parking regulations will be applied along routes to ensure that inconsiderate parking does not interfere with cyclists' safety.

Agreed by Planning Committee, February 1994

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ALTURA, MET, HAMAX, VREDESTEIN, HOPE, ZEFAL,
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Letter to the Editor

Top Gear Commuter Challenge

I would like to respond to Phyll Hardie's article in the last newsletter.

I think Commuter Challenges can generate good publicity, but more planning needs to go into them to show cycling off to its best advantage.

It is generally more important for commuters to arrive at their workplace or destination by a precise time, rather than travelling quickly. Journey times for walkers are very predictable, but so much slower. With a cycle computer I tried cycling at a brisk walking pace (4mph), which felt slower than the most leisurely cycle ride. Cycling scores highly for a guaranteed arrival time, important for work, meetings or catching a train. I need to allow only a little more than 10 minutes from my home to central Norwich. 30 minutes is needed by car at busy times to allow for any traffic delay, possibly queueing for a car park and walking to the final destination. Also the most central car parks are too expensive for a working day or a lengthy stay in town.

Drivers, pedestrians, bus passengers and cyclists would each set off at a time to arrive at the destination by a precise time.

Rather than picking a random route, we should choose one advantageous to cyclists. This could include Magdalen St into the city, King St or Castle Meadow.

This may be as far as we should go to show the superiority of cycling, but my favourite route would also put the gradient in cycling's favour.

Leaving the car park at Sainsbury's in Queens Rd, travelling to the Playhouse in St Andrew s St, cycling would take a fraction of the time for driving and the cyclist would have the benefit of freewheeling the whole distance(traffic lights permitting).

I hope we can use these ideas for the next Commuter Challenge.

Yours sincerely
Jeff Jordan

The next newsletter is scheduled for June, contributions to david@vanedwards.co.uk by May 14th 2008 please!

NORFOLK CTC RIDES AND EVENTS 01 FEBRUARY - 14 APRIL 2008

For information or details on any ride please contact the Leader. Starts are Norwich ring road roundabouts *unless other wise stated*.

E =EASY RIDE slow ride, INT = INTERMEDIATE RIDE faster than an easy ride, T = **TOURING RIDE** Longer and faster than other rides, I = *information* , E. D. = **ESTIMATED DISTANCE** in miles.

If you are willing to lead a ride between 14th February & 30 June 2008 Please contact Colin 01603 412398 thanks.

WE NEED SOME ONE TO TAKE OVER AS RIDES SECRETARY: This involves compiling the rides list in time for Cyclone. If you are willing to do this or would like more information please contact Andrew Mills or Colin Burrage.

	TIME		START	DESTINATION EVENT	E.D.	LEADER
SAT 02 FEB	10:00	E	MARTINEAU LANE	LODDON ½ DAY RIDE	20	EILEEN 01603 613352
SAT 09 FEB	07:45 08:45	I	MARTINEAU LANE	200km AUDAX DA MEDAL 100km AUDAX DA MEDAL		KEITH HARRISON 01603 405381
SUN 10 FEB	09:30	E	JOHN INNES CENTRE	STRUMPSHAW FEN ½ DAY RIDE	20	COLIN O'DON 01603 443754
SAT 16 FEB	10:00	E	N. WALSHAM ROAD	STRUMPSHAW FEN ½ DAY RIDE	25	EILEEN 01603 613352
SUN 17 FEB	09:30	T	N. WALSHAM ROAD	COLTISHALL	40	ANDY HURRELL 01603 403576
SAT 23 FEB	09:45	E	GATEHOUSE P.H.	WENSUM VALLEY LUNCH AT BAWDESWELL	35	SHIRLEY 01603 412398
SAT 01 MAR	09:45	E	N. WALSHAM ROAD	CAWSTON CAFE	30	DAVE EVANS 01953 456516
SAT 08 MAR	09:45	E	AYLSHAM STATION	SHERINGHAM FOXGLOVE CAFE	30	MARGARET 01263 731929
SAT 15 MAR	09:30	T	N. WALSHAM ROAD	CIRCUIT TO N.WALSHAM COCKEREL T ROOMS	50	ROGER SMITH 01603 714203
SAT 22 MAR	10:00	E	EARLHAM ROAD	MATISHALL CAFE VERDI	35	PETER 01953 603194
SUN 30 MAR	10:00	E	WYMONDHA M HEALTH CEN	MYSTERY TOUR C.A.T.I RIDE	25	DAVEID & HAZEL 01953 602887
SAT 05 APR	09:45	E	N. WALSHAM ROAD	THORPE MARKET	40	RITA 01603 419889
SAT 12 APR	09:45	E	MARTINEAU LANE	BECCLES TOWN HOUSE CAFE	35	DAVE EVANS 01953 456516
MEET UP FOR WEDNESDAY LUNCH			CONTACT COLIN ON 01603 412398			
FEB 6TH ROSEY LEE'S LODDON			MAR 19TH AYLSHAM CARDEN CENTRE			
FEB 20TH WROXHAM BARNS			APR 2ND HIGHWAYS NURSERIES			
MAR 5TH DILHAM CROSS KEYS						



What's Happening?

Monthly Members' Meetings

20th March 7.30pm Saunders & Senior, Tombland Alley, Norwich
17th April 7.30pm United Reform Church Princes Street, Norwich
15th May 7.30pm United Reform Church, Princes Street, Norwich

There has been some interest expressed in cutting printing and postal costs by sending out this newsletter electronically. If you have views on this, either for or against, please send them to Rachael Mold, Tel 01603 259207 Email: rmold@lateralsol.freemove.co.uk

CATI rides

24 March, Easter Monday, 10am: meet Thorpe End village green for day ride to Reedham. Pub lunch or BYO. Leader: Phyll (Tel: 01603 435547)

Saturday, 5 April, 2pm: meet Thorpe End village green for ride to Ranworth. Leader: Phyll

Saturday, 19 April, 2pm: meet Red Lion PH, Eaton, for ride to Wymondham. Leader: Phyll

Saturday, 3 May, 2pm: meet Thorpe End village green for ride round the Plumsteads with Janet and Malcolm (Tel: 01603 700134)

Saturday, 17 May, 11am: meet Wroxham Station for day ride to North Walsham. Cafe meal or BYO. Leader: Phyll

Saturday, 31 May, 2pm: meet County Hall roundabout for ride to Brooke area. Leader: Phyll

Summer Evening Bike Rides 2008

Join us for a meal or just a drink at the following locations:-

Tuesday 22 April	Woods End, Bramerton
Tuesday 20 May	Ringland, Swan
Tuesday 17 June	Hethersett, King's Head
Bike Week event	Meet at Forum 6:15 p.m. or Eaton Red Lion 6:30 p.m.
Tuesday 15 July	Tacolneston, Pelican (A wonderful bird is the pelican; it's beak can hold more than it's belly can)
Tuesday 12 August	Crostick, White Horse
Tuesday 9 September	Salhouse. Bell

We aim to be at the pub between 7 and 7.30pm. Either meet us there or join us on a ride from Norwich. We can meet at either the Forum or somewhere near the edge of the city, depending on direction. It would be helpful if you could contact me if you are definitely coming, as I can give details of meeting arrangements, if required, and will book a table.

Give us a ring on 01603 897738

E mail: Martin.lbadham@Btinternet.com. (Mobile – 07762 368406).

This newsletter is published by NORWICH CYCLING CAMPAIGN, which was formed in 1990 to promote cycling in Norwich and to lobby for better cycle facilities.

Norwich Cycling Campaign is affiliated to the National Cycle Campaign Network.

The views expressed in this newsletter are not necessarily the policy of Norwich Cycling Campaign.