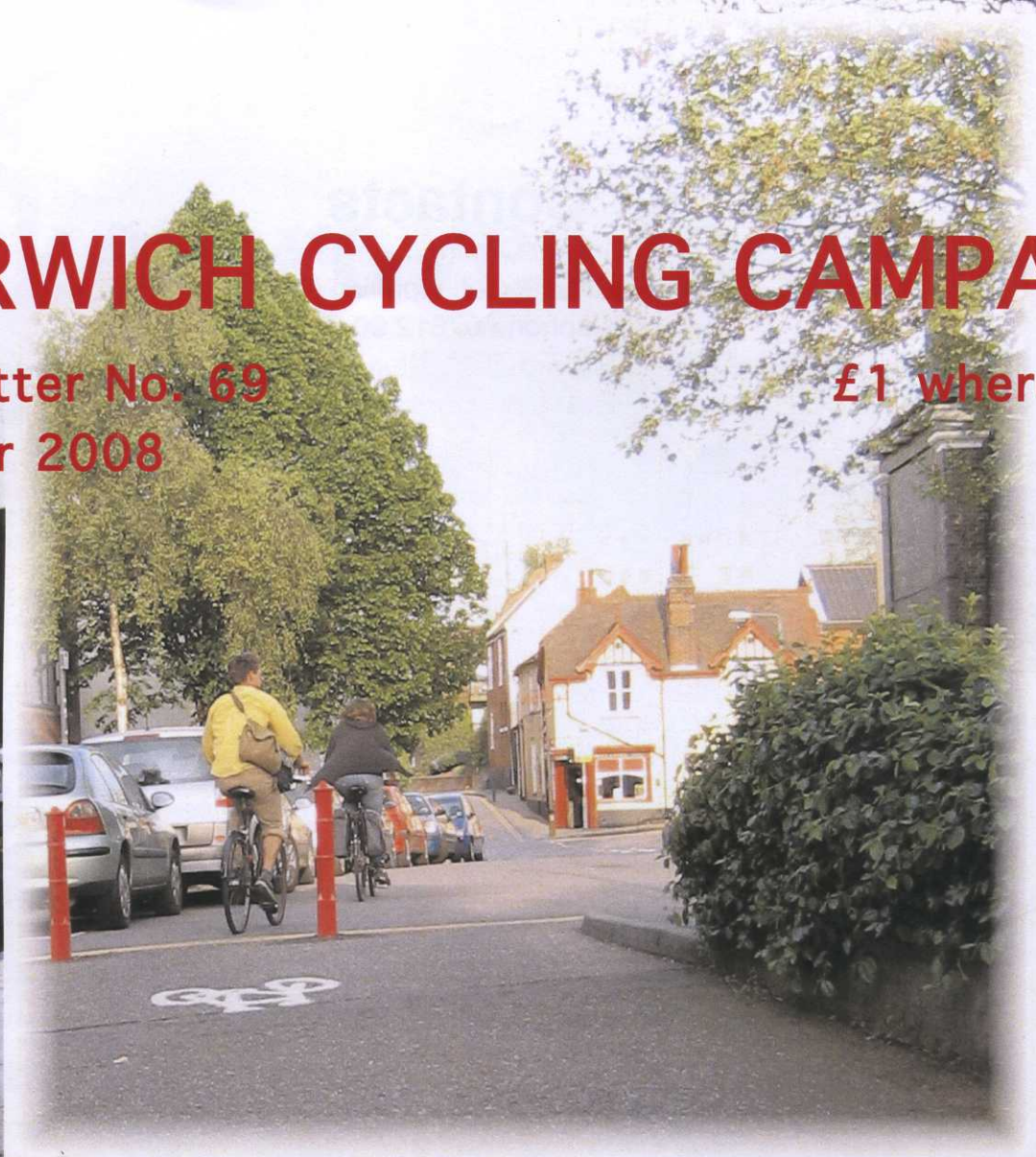


NORWICH CYCLING CAMPAIGN

Newsletter No. 69
Summer 2008

£1 where sold



What a difference two months makes!

INSIDE: Tyre tracks as a guide to route planning

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The editor has done two years duty and is stepping down after the next issue.
Any volunteers please contact Richard Bearman
richard.bearman@cooptel.net Tel: 504495

Come and Try It (CATI) Cycle Rides June – September 2008

Saturday, 14 June, 10am: meet Thorpe End village green for day ride to Reedham. Pub lunch or byo.
Leader: Fraser, 01603 471827

Saturday, 28 June, 2pm: meet cycle path at junction of Spixworth Rd/White Woman Lane for ride to Aylsham. Leader: Phyll, 01603 435547

Saturday, 12 July: tba

Saturday, 26 July, 2pm: meet Thorpe End village green for ride to Acle. Leader: Phyll, 01603 435547.

Saturday, 9 August, 11am: meet start of Marriott's Way, Barn Road roundabout, for ride to Reepham.
Lunch stop. Leader: Phyll, 01603 435547

Saturday, 23 August, 2pm: meet County Hall roundabout for ride to south of Norwich. Leader:
Richard, 01603 504495

Saturday, 6 September, 2pm: meet Thorpe End village green for ride to Wroxham Barns. Leader:
Phyll, 01603 435547

Saturday, 20 September, 2pm: meet Barn Road roundabout start of Marriott's Way for ride to west of Norwich. Leader: Phyll, 01603 435547.

The CATI ride season finishes here. Hopefully it will resume on Easter Monday 2009, but contact Phyll nearer the time, or see website www.norwichcyclingcampaign.org

Cover: Pottergate underpass in winter and summer. Photo and idea: Matthew Williams



Bike proves fastest

A CYCLIST, a bus passenger, and a car lined up against each other for a modern day test of speed in a Top Gear-style commuter challenge across Norwich.

All three made the 3.8mile journey from Waitrose, in Eaton, to Norwich railway station in an effort to see who could make the 9am London train the quickest.

To make the event like real life, each commuter set off according to how much time they needed to get to the destination in an experiment similar to those carried out for BBC's Top Gear programme by Jeremy Clarkson and his co-hosts Richard Hammond and James May.

The aim of the challenge, organised by Norwich Cycling Campaign, was to show the reliability of journey times by bike as well as publicising the value of the bus/cycle lane on Newmarket Road, which is under threat of being used by lorries later

this month.

And it proved its point with the cyclist arriving at the station within 20 minutes — some four minutes faster than the bus and 12 minutes faster than the car.

Richard Bearman, of Norwich Cycling Campaign and who cycled the route with fellow group member Rachael Mold, said: "By the time I got to St Stephen's roundabout I had caught up the bus and the car."

"The bike and bus route is the same all the way through and the challenge has emphasised the importance of the dedicated bus lane along Newmarket Road and at Castle Meadow."

A staggered start system saw the car set off from the Waitrose car park at 8.10am, the number 24 bus left from outside the Red Lion pub, on Eaton Street, seven minutes later and the bike left at 8.22am.

The bike arrived at the train station first, the bus a minute behind and then the car.



■ Cyclist Rachael Mold (right), Janet Bearman, who took the bus, and car driver Jeff Jordan took part in a commuter challenge.

Picture: ANTONY KELLY

What's Happening?

Monthly members' meetings

Thursday 12th June 2008, 7:30 pm at United Reform Church, Princes St, Norwich.
Thursday 17th July 2008, 7:30 pm at United Reform Church, Princes St, Norwich.

Century Ride

Sunday 8th June, Reception for returning heroes in Cathedral Close from midday onwards

Members only Ride and Meal

Friday 20 June, 7.45 Barn Road roundabout for ride along Marriot's Way followed by a meal at Thai restaurant, 10 St. Gregory's Alley (www.sweet-chilli.co.uk) Contact Phyll by phone 435547

Summer Evening Rides

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

Tuesday 17 June King's Head, Heathersett, Bike Week event meet at Forum 6:15 p.m.
or Eaton Red Lion 6:30 pm
Tuesday 15 July Pelican, Tacolneston
Tuesday 12 August White Horse Crostwick
Tuesday 9 September Shoulder of Mutton Strumpshaw

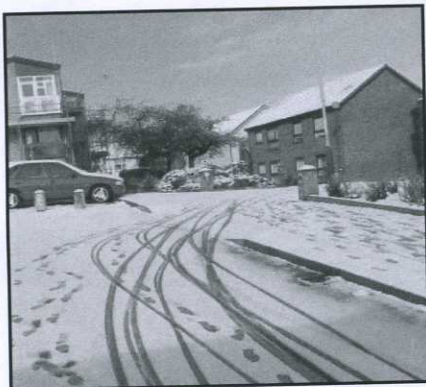


More Musings from Matthew

The tracks of my tyres

In some parts of Denmark, when laying out paths and landscaped areas in new developments, the authorities like to leave the ground unsurfaced for a few months to allow the worn tracks to develop naturally, before later moving in with the tarmac. This organic method of layout design then ensures that the paths genuinely cater for the needs of users. On the other hand in this country, layout is usually determined in advance on the architect's drawing-board (or rather screen), based on the whim of the designer plus certain input from government and local authority guidelines. This is how we end up with paths with long sweeping curves when people actually prefer to do the shortest distance and will often cut across.

In the case of cycle routes, things are a bit more subtle because of the difficulty in doing tight turns and other things like lines of visibility and a reluctance to have to halt. In fact most routes through junctions are sweeping curves, and thus cannot cope very well with sharp corners or projecting features. Occasionally we have the opportunity to collect information on how real bike users achieve the balance between speed and turning radius. On 23 March Norwich had a rare fall of snow, and I was able to take photographs of cycle tracks early in the morning before it had all melted. This will cool you down a bit. Here you see some views taken of bits of the cycle network in the Pottergate and Colegate area showing an encouraging amount of usage, as well as recording the actual line taken by users.

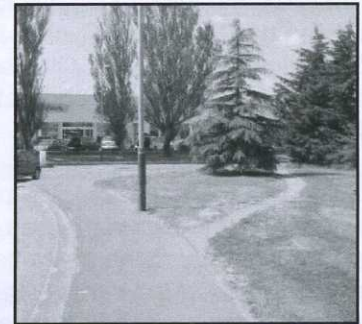




Mind that box

It is interesting how we still see cyclepath design with ridiculously sharp turns of less than 2m radius (4m is usually recommended), as well as the usual problems of badly thought-out retrofit. For example, have you experienced the projecting control box on the northbound cycle crossing at Upper King Street?

Over a longer timescale, grassed areas tend to develop eroded tracks when used by cyclists, showing where a bit of tarmac wouldn't come amiss. Or it would do if our beloved authorities weren't letting the grass grow beneath their feet. Good examples of such trails exist in Norwich at places like Barn Road and St Crispin's.



On the verge

The tracks of my tears

Of course, the above is merely an account of how all historic tracks formed, then gradually became formalised into roads, give or take various the attempted acts of intervention by landowners, sappers or town planners.

It is likely that happened in the days of yore, resulting in the creation of the former well-established northward radial routes out of the city centre along Calvergate and St George's Street. Yes, the ones that were so rudely truncated when the Inner Ring Road was built in 1970. People still try to follow that ancient alignment line when trying to cross the dual carriageway where they shouldn't.

Strangely, this principle of 'natural' desire lines has been recognised by modern planners looking at the redevelopment of Anglia Square, who have expressed a desire to restore these north-south routes connecting (say) St George's Street with Heath Road. Alas, this vain aspiration is likely to be scuppered by

(a) the developers of the new square who cannot accept that cyclists are social beings, and who will therefore be banned from cycling anywhere other than on a dedicated, three-sides-of-a-rectangle cyclepath that will be arranged to be strewn with debris and severed by numerous crossings and crossovers, and

(b) Norfolk County Council who have devised a 1970s state-of-the-art gyratory racetrack system in the area involving new road-building (just as other authorities in the UK are now removing gyratories in urban settings because they contribute to blight).

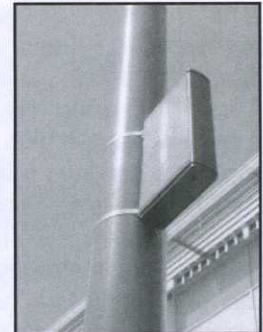
The backs of my ears

As I was waiting at the traffic lights in St Stephen's Street the other day I received a divine message - or at least, I would have done if the bus next to me hadn't drowned out that urgent instruction from above. On looking up I saw a little box high up on the post - and the voice seemed to be coming from there. However, I never did get the full gist, I was distracted by a human voice from behind advising me in forceful tones that the lights had changed. Any divine interpreters, please, let me know.

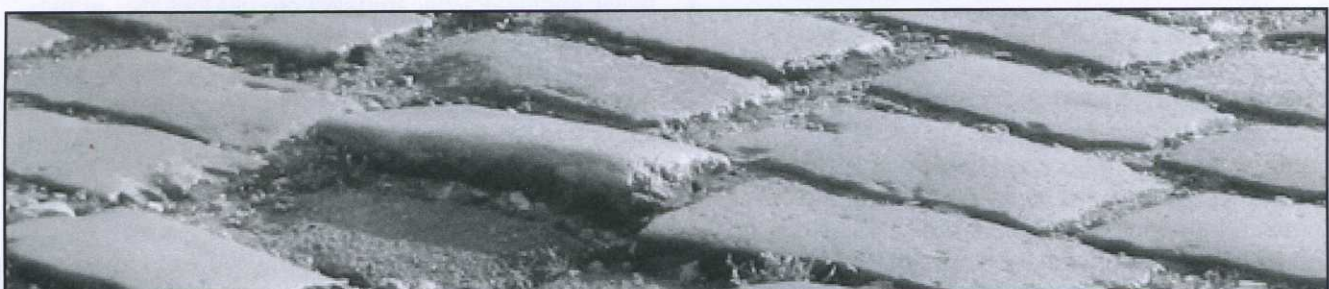
The cracks of my cobbles

I am known in the corridors of Norwich Cycling Campaign as a particularly cheery chap, and one who will not let the opportunity pass to lift the spirits of other bike users with positive tidings before I sign off. To wit, my long-time obsession with Pottergate is shortly to receive its final consummation by the replacement of the last 25 metres of bumpy granite setts at the top of Ten Bell Lane with a smooth cycling surface. I'm told this is to be completed by 12th September of this year, on which date all mountain bikes will officially be declared redundant.

Matthew Williams



Divine messaging system



Richard Bearman reports on an inspirational day out in Cambridge.

This year the joint CTC/CCN spring conference was hosted by Cambridge Cycling Campaign at the School of Mathematics, Clarkson Road, on Saturday 10th May. Phyll Hardie and I attended to represent Norwich.

Being a modern building and part of Cambridge University, there were masses of covered cycle stands right round the perimeter of the site, all within an easy walk of the various offices, lecture halls, and seminar rooms. Yet bikes were still chained to any fence, rail or post that offered a secure fixing. Even within the reception area one entire line of tables near the door had no less than 17 Bromptons folded and parked underneath it! As Phyll remarked, it would be all too easy to pick up the wrong one on departure – hmm.. maybe I could upgrade to a 6 speed MX2.....

After a few words of welcome by David Howarth MP – who did at least stay till lunchtime to answer questions from the audience – Matt Seaton (ex Guardian Cycling columnist) reflected on his 10 years of commuting by bicycle in London, and how the increase in numbers in recent years has led to a distinct cycling 'rush hour' and has meant that cycle parking provided by employers is now often full by 9am. The image of cycling has changed in central London; all ages and social classes can be seen on a bike, up to and including the new mayor, Boris Johnson. Cycling miles have increased significantly in central London. Not so in the suburbs though, and they have declined in most other places throughout the UK. The image of cyclists is important, cycling should be seen to be for normal people in everyday clothes. This is already true for Cambridge as well as London. Cambridge has a history of everybody cycling, from the vice chancellor of the University to the newly arrived overseas student.

Is the 'protest' mode still appropriate for Cycling Campaign groups? Yes, but we should be protesting about motor traffic speeds, aggressive attitudes which affect everybody, whether on foot, cycle, bus, train or car. Matt felt the time was right for cycling to take off in many urban areas, led by the example of London.

Cycling 2020 – Martin Lucas Smith, CCC

A fantastically detailed and well researched document about cycling as the future for personal transport in Cambridge. Ideas ranged from the usual improvements for major road crossings to 'hybrid cycle lanes' (on-road cycle lanes but with a physical demarcation). Including quotes like 'A painted line and a sign on the pavement does not make a good

cycle facility'. It looked in detail at legislation and attitudes, both of which need to change, as well as at a visionary proposal for a 'cycling superhighway' alongside the railway line. Many of these proposals should be part of our Norwich agenda for cycling development.

<http://www.camcycle.org.uk/cycling2020/>

Tom Bogdanowicz from London Cycling Campaign.

He related how London has seen an explosion in regular cycling in the last few years and how the membership of the London Campaign has grown to over 7,000. They have always produced a very comprehensive magazine/newsletter and have been working hard to develop a network of groups in each London borough, to take up issues with each local council. The target for LCC is to increase cycling to 1.7 million trips per annum by 2020, which represents a 400% increase on 2000 levels. This would mean 1 in 10 of all Londoners cycle regularly. Of all the transport modes in London, cycling alone has the potential to increase capacity of the capital's streets. Providing more tube or train capacity is very costly, and very disruptive. The roads are already saturated with buses, and of course private cars are discouraged. This would also help London meet the carbon reduction targets that have been set for 2020. He also referred to the poor media image of cycling, very little is spent on advertising cycling, compared with £500 million per year spent by car manufacturers, selling the image of driving.

Success in Sheffield – by Simon Geller.

Sheffield is a city of 400,000, near the Peak District but off the main motorway and north-south mainline train network. It has trams and did have heavily subsidised buses – but much increased fares now. Simon did mention that it is also slightly hilly! Having said that, Sheffield Campaign seem to be doing well. They have embraced IT using their website, email lists, facebook, blogs and RSS feeds to get a comprehensive cycling message across to members and the public. The website (www.sheffieldcyclecampaign.org.uk) includes photo gallery, route descriptions and maps, articles from national and local press. They have an agreed set of policies on issues such as cycling on pavements, lights and led cycle rides. They occasionally use direct action such as placing a tandem across the bus lane to highlight the illegal use of such facilities by cars & vans. They delegate clear roles to individual members such as Andy, the web person,



(but it is clear from private discussion later that he has put an enormous amount of his own time into this venture). Simon suggested that the era of general members/public meetings is over, their committee get together to decide on business, but as needed in peoples' homes rather than regularly at a fixed venue. Links with national bodies such as CTC, CCN and Sustrans are important to put cycling in the wider context of integrated transport.

There was a choice of 3 x 30min workshops in the afternoon which, although well choreographed by the organisers, felt too rushed, with little time for discussion and questions.

Chris Peck – CTC

Chris gave us a summary of the national picture for cycling.

- * Improve road conditions for cyclists, AND Reduce car use. These are linked as one will influence the other, but which comes first?
 - * Campaigns are needed in every town which deserve better support from CTC and CCN.
 - * Sell the benefits of cycling for short trips under 5 miles (60% of car journeys).
 - * Default liability for accidents to rest with motor vehicle, unless proven otherwise.
 - * 20 mph residential speed limit campaign continuing and expanding.
 - * Revised Government cycling infrastructure design guidance due out 2009.
- For more detail visit
www.camcycle.org.uk/events/conferences

Philip Darnton - Chair of Cycling England.

This organisation distributes Dept. for Transport money related to cycling projects up and down the country, but not Scotland, Wales or London. They started in 2005 with a budget of £5m, increased to £10m in 2006, and £70m in 2007.

The two main programmes are: Bikeability & Cycling Demonstration Towns.

Bikeability is supporting the training of young people in road cycling skills through levels 1, 2 & 3. Where good county cycling proficiency schemes already operate they avoid bringing in a competing set of instructors, but where the provision through schools is absent they are providing training (at a cost) for as many individuals who wish to become accredited trainers as possible. The surveys show there is great reluctance by parents to allow children to cycle on roads unless they have been on the training course.

The first 6 Cycling Demonstration Towns have shared £17m over 2 years, to put in a variety of measures, some infrastructure but a lot of publicity

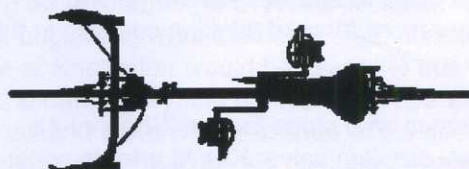
promoting the reliability and convenience of cycling for short journeys. The second round of bids has attracted 68 bids for the next 10 cycling towns (and cities), but alas we know Norwich is absent because of the negative approach of Norfolk County Council to this process. Cambridge is hopeful of becoming a Demonstration Cycling city - so we will have to organise more days out to see how it is done over there!

Philip referred to the research done on why people do not cycle which tried to refute the usual myths such as: "It rains all the time", "I have to wear special funny clothes"; "I arrive at work all hot & sweaty", and the best quote of the conference for me "I get wet up my bottom without mudguards" enhanced by a wag from the audience adding "even when not cycling!"

It was clear however that Cycling England under his leadership has convinced Government to put significant, and increasing, sums of public money into cycling, using the levers of tackling traffic congestion, climate change, and increasing obesity levels. I look forward to hearing more about these achievements, but am concerned that Norwich & Norfolk remain on the fringe of all these changes elsewhere in England.

Richard Bearman

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Phyll's Philosophies

Eight out of ten parents are banning their children from cycling on the road independently, according to a survey by Cycling England, with just 4 per cent cycling to school regularly. Parental fears for their children's safety are far higher than the actuality of on-road accidents. An example of the over-zealous success of the press perhaps?

Maybe parents having to pay for a permit to allow them to drop off or collect their children from school by car will encourage more active means of commuting. From September the London Borough of Richmond-on-Thames will be charging parents up to £75 per year for a permit to allow parking near schools for 15 minutes in an attempt to cut vehicle emissions. The Lib Dem council want to become the most sustainable in the country. Their lead could well be an example for others to follow. Ours?

20's plenty in residential areas? The City of Hull thinks so. Since bringing in their 20mph speed limit their KSI (killed and seriously injured) accident level has fallen by 90 per cent, with a corresponding increase in bicycle use. City councillor Judith Lubbock, Lib Dem, is attempting to bring in a similar speed limit in Norwich. However, I am reliably informed by a knowledgeable outsider that until Norwich becomes a unitary authority, able to implement its own policies and not constantly over-ruled by a county council with little cyclist interest, we are unlikely to get very far. Such a measure would certainly encourage more parents to allow their offspring to cycle to school. We are getting left behind other more forward thinking councils in this respect.

In 'The Woman who stops Traffic' (Channel 4), professional problem solver Kris Murrin demonstrated how difficult it is to get people out of their cars and onto other transport modes, even for a single day. People overestimate the time needed to walk a certain distance, but underestimate how long it takes to drive the same distance. (Our own commuter challenge was a good way to demonstrate the unreliability of this assumption.) In Boston, Lincs, a school run took 40 minutes by car, but just 11 minutes on foot. The school run mums were astonished! However, Kris had very little success in Boston, a town noted for having the most obese residents in England. People came up with all manner of excuses why they must drive – the weather, too tired, too much to do, too much to carry. In short, people just love their cars so much that even sitting in them stationary in a traffic jam is better than using more active means of getting around.

Kris had more success in Marlow with the streets almost empty on the day she'd chosen as the town's Car-free Day. Here, she visited a school and got the children on her side. They badgered their parents to allow them to join the walking bus, organised by some of the more vociferous parents, or to cycle. Kris also spoke to employees at a local factory. In spite of all the guffaws she had obviously made a difference. Assistance from a young woman, Alex from Sustrans, was also invaluable.

In Durham, a city about half the size of Norwich, there were already park and ride sites, almost empty, and a city centre congestion charge. A traffic engineer at County Hall showed Kris a computer model of what congestion would be like in ten years time – virtually at gridlock. Durham also has some fine off-road cycle routes, with very few users (really?). Once again Kris got the school children on her side, making posters to display at congested street corners while she attempted, not always successfully, to pass hand-outs to motorists waiting at lights. She used local radio, with the radio presenter pledging his support. She talked to men in the pub, again greeted with great guffaws, and on the last few days in the run-up to the Day she made loudspeaker announcements in the pedestrian precinct.

The result was deemed a success, with an 11 per cent reduction in traffic in the city centre on the Day, many more drivers using the park and ride sites, and lots of cyclists and pedestrians. Kris certainly had persuasive powers, though not everyone appreciated them – 'I'm not going to have a toffee-nosed little prit telling me what to do.' She reckoned it was necessary to get key people in the community on her side and for them to persuade their friends and colleagues of the benefits. Although Kris started with only one Car-free Day she intimated to people that having seen it was possible they could themselves have one once a week, on a day chosen as most convenient for themselves. She found that people realised that traffic growth could not continue indefinitely, that something had to be done eventually. But it was making that first move to break the habit of car use that was so hard.

It was an interesting TV series, but I would have liked it to continue with at least a further three towns – in the future perhaps? I would also like to see these towns revisited several months later to see how they've progressed – or not! Norwich city centre does not appear to be so congested as those featured. Our park and ride sites and buses are well used, and Marriott's Way is a very popular route for commuting by bike. Of course, more could be done – provision of secure cycle parking at out-of-town, often privately owned, shopping precincts, for example.



How to increase cycling: suggestions from various sources. Can you add to them? Send to the Editor for our next Newsletter.

- Seeing more people doing it.
- More courtesy and consideration from drivers.
- Give it far more promotion, as with cars and football.
- Currently cycling has a bad image – poverty (can't afford anything better), green (bearded weirdy types), male dominated (women don't cycle, do they?) This image must be altered. Let's see all types doing it 'cos they enjoy it, not dangerous if done properly and rules followed, not hard work if riding a good bike, not exclusive but can be done when convenient, use car only when absolutely essential. Of course, cyclists following the rules of the road would help!
- More dedicated cycle routes, with traffic lights that favour cyclists.
- All fuel garages should have trained cycle mechanic on hand.

Here's hoping to see lots of you at our Bike Week events. Happy cycling!

Phyll Hardie

Anatomy of a campaign: dealing with the threat of HGVs in Newmarket Road bus lane

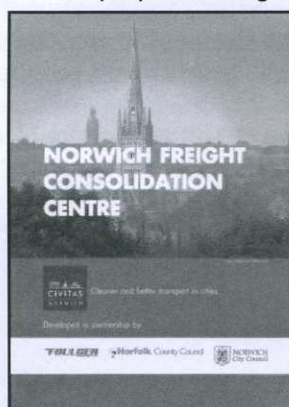
Too late now?

By the time you read this it is likely we will know the immediate outcome of our recent campaigning, with the Norwich Highways Agency Committee meeting towards the end of May and its mere four voting members making a decision on whether to allow certain heavy goods vehicles (HGVs) to use the Newmarket Road bus and cycle lane.

In the beginning...

It all started back in mid December 2007, when, at a transport action group meeting, our chairman Richard was passed a copy of a glossy green brochure aimed at retailers extolling the virtues of the proposed freight

consolidation (transshipment) centre at Snetterton. This was being offered by Foulger Transport Ltd as their way of 'supporting the European CIVITAS initiative in Norwich. Suffice to say the brochure was heavy on gloss and light on facts. I subsequently emailed contacts at engineering consultants Mott MacDonald Limited, who act for our County Council and whose logo appeared on the brochure alongside Foulger Transport's, to enquire whether there was any truth in the rumour that someone wanted to run trucks down the Newmarket Road bus lane. The reply I received a week before Christmas confirmed that there was indeed a well-progressed plan to do exactly that.



Needless to say it appeared the County Council and their consultants felt all the decisions in regard to the safety of cyclists were done and dusted, evidently without the need to resort to consulting Norwich Cycling Campaign or other relevant user group. The message explained that this plan had arisen out of the 2004 NATS (Norwich Area Transportation Strategy) which included proposals for experimental use of bus lanes by lorries, and this project was now getting funding from the CIVITAS initiative. Only trucks originating from the new freight consolidation centre at Snetterton would be using the bus lane. Oh, and don't worry, the number of lorries will initially be small and there will be a 'code of conduct' waved at the lorry drivers which will obviously ensure cyclists can carry on as usual with not an ounce of fear in their dear little hearts.

My reply to them at this stage was merely this: *Thanks for your explanation. It is disappointing to note the apparent attempt to introduce this on the quiet, with no consultation with bicycle users, and no planned mitigation measures. Potential objections to this scheme revolve around the point that the failure of the County Council adequately to manage demand for road space by private cars means that the impacts of these freight vehicles will now effectively be transferred onto more vulnerable road users in places like Newmarket Road.*

The County Council officer dealing with the scheme was named as Gavin Broad, so my next move was to enquire of him exactly how the effects on cyclists was to be assessed and monitored. He replied on 21st December to tell me he was off for a week or two but



would like a meeting to discuss the proposals and monitoring, although Norwich Highways Agency Committee would be deciding on 10th January to give the scheme the go-ahead.

Deciding the strategy

Cue urgent discussions within Norwich Cycling Campaign as to whether we should be opposing this project altogether (i.e. dig in), or instead try and get involved in making less bad (i.e. go for damage limitation) such as by persuading them to implement 24 hour operation for the bus/cycle/HGV lane. On 16th January I was emailed by Mr Broad to say he was in discussion with the operators of the transshipment centre to agree the monitoring and code of practice, and he would contact the Cycling Campaign when it was 'completed'.

The Campaign's management committee discussed the matter on 17th January and it was decided to entirely oppose the scheme rather than go along with it, so the following day I sent this message to Mr Broad: *Further to my last, I have to advise that Norwich Cycling Campaign is extremely unhappy with the decision to go ahead with the trial running of HGVs in the bus/cycle lane: it is believed the overall concept is flawed, it would create demonstrable additional hazards to bicycle users, it would set a dangerous precedent and it would inevitably lead to significant negative impact on cycling in the longer term. There is furthermore no confidence that there would be any meaningful monitoring of the effects on bicycle users during the 'trial' period.*

Gathering the evidence

I then set about collecting together technical information both about the project and about how it related to wider UK practice. As part of the latter process I contacted various colleagues on the CTC Right to Ride Network and received a lot of helpful comments, advice and technical leads. The reaction from these contacts was typified by Simon Geller from Sheffield: 'I can't believe anyone is seriously considering this!'

In the meantime, the first of several letters on this subject was sent to the Evening News and EDP and published on 12th February. At about this time a petition on the subject had been started by Judith Lubbock of the Liberal Democrats, as part of the run-up to the local elections in May.

By 18th February I'd managed to put together a

concise (8 page) illustrated paper entitled *Big Risk Little Gain: The case against allowing HGVs to use bus & cycle lanes in Newmarket Road, Norwich*. [The full version of this report if you want to read it is available on

www.norwichcyclingcampaign.org - click the link 'Big Risk Little Gain' on the opening page.]

The conclusions were as follows:

The two main problems highlighted are (a) a demonstrable and significant physical hazard to cyclists caused by being made to share very constrained road space with heavy goods vehicles, and (b) a serious deterrent effect on cycling on an important strategic cycle route. The first of the above problems is well understood from the published Government guidance and will be difficult to discount in the event of a claim following a collision, which the available statistics show has a high chance of being a fatality.

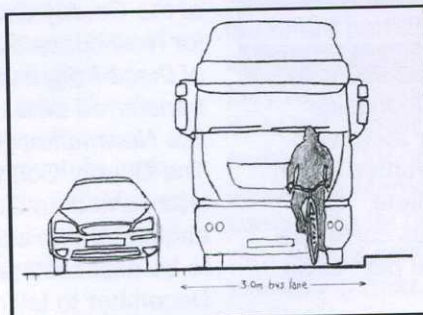
The promoters of the Freight Consolidation Centre have failed to explain adequately why it is necessary to allow HGVs into bus/cycle lanes, and this element of the proposals should be dropped. Norwich Cycling Campaign has no confidence that Norfolk County Council has either the serious intent or the ability to carry out effective monitoring of the real and perceived impacts on cycling. The proposed written 'code of practice' for HGV drivers is extremely unlikely to have any lasting beneficial effect on the driving standards of otherwise competent trained drivers in actual on-street conditions, where external pressures are likely to dictate driver behaviour.



The campaign kicks off

The paper was launched by Richard Bearman as a news release to press and local radio on 25th February, and taken up by reporter Kate Scotter of the Evening News. The Cycling Campaign's Michael Dale also took up the cudgel by contacting all the county councillors with a version of the paper. One of the Green councillors (Andrew Boswell) agreed to ask a question at the Cabinet meeting on 10th March. In addition, Richard Bearman tabled a question at the Norwich Highways Agency Committee (NHAC) on 13th March. As a result the committee agreed to put a hold on the plan until the May meeting.

Amazingly, Cllr Adrian Gunson (who allegedly owns the Norwich Highways Agency Committee) wrote a letter of response in the Evening News on 22nd March, trying to claim that the scheme would benefit cyclists because of a reduction in the overall number of lorries in the city centre. This started a flurry of further letters from a variety of



I duly wrote a further formal response to the County Council expressing our considerable disquiet at the inadequacy of the safety assessment, which was cosily done in-house without proper assessment methodology or reference to national guidance on minimum lane widths. It also contained a

You will have to finish the story yourself, look at the website, or wait until the next Newsletter, because the clock has just struck midnight and my copy deadline has arrived.



A black and white photograph showing a group of people and bicycles in a park-like setting. In the foreground, several bicycles are parked on a grassy area. Some people are sitting on the ground, while others are standing. A large, leafy tree is visible in the background, and a fence line runs across the middle ground. The scene appears to be a casual gathering or a picnic.



Details of cycle rides and events during Bike Week 14th -22nd June 2008

Date in June	Ride/ Activity	Details	Location/ Destination
Saturday 14th	Dr. Bike	Dr. Bike Checks outside The Forum - look out for the signs. 11:00 am-2:00 pm	The Forum Norwich
Saturday 14th	C.A.T.I. Ride <u>C</u> ome <u>A</u> nd <u>T</u> ry <u>I</u> t	Meet at Thorpe End at 10:00 am for a led ride to Reedham for Pub Lunch or bring your own picnic. Ring Fraser on 01603 471827 for details	Reedham
Tuesday 17th	Hops at Heathersett	Meet 6:15 pm outside The Forum or 6:30 pm outside the Red Lion, Eaton. Ring Martin on 01603 897738 beforehand to help with numbers at the pub or for information	The Kings Head Heathersett
Wednesday 18th	Picnic Ride	Evening Picnic ride Meet at 6:30 pm outside the Gate House PH, on Dereham Road (nr Ringroad roundabout) OR 6:30 pm at Wymondham Market Cross Bring your own picnic and ride out to Bawburgh. Contact Andrew on 01603 402645.	Bawburgh
Thursday 19th	C.A.T.I. Ride <u>C</u> ome <u>A</u> nd <u>T</u> ry <u>I</u> t	Meet at Heartsease roundabout at 11:00 am for a led ride to Fairhaven Water Garden S.Walsham. Ring Fraser on 01603 471827 for details	S. Walsham
Saturday 21st	Wheeling to Wymond- ham	Meet outside The Forum at 9:00 am for a leisurely ride to Wymondham Farmers Market via the back lanes (don't forget your panniers). For more information contact Rachael on 01603 259207	Wymondham
Sunday 22th	Family Ride, Picnic & Games	Led rides from: Wymondham Market Cross at 10:00 am contact Andrew on 01603 402645. The Forum 11:15 am contact Richard on 01603 504495. To Sloughbottom Park for fun and games.	Sloughbottom Park, Norwich

Anyone is welcome but under 16's must be accompanied by a parent or guardian.

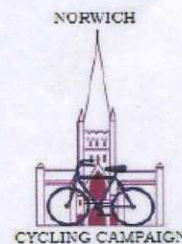
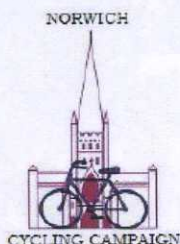
For more details, ring **07812 904652** or visit our web site

www.norwichcyclingcampaign.org

You can also email us at **info@norwichcyclingcampaign.org**

For details of other events in the area before and during Bike Week, visit **www.bikeweek.org.uk**

Participants enter the events at their own risk. Neither Norwich Cycling Campaign nor the organiser will be held responsible for loss, damage or injury to property or persons



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.