



Those evenings are drawing in... so don't get caught out, check your lights now!

GOODBYE FOND SUMMER...

What a great time we've had this year on our bikes, thanks to some fine weather (in comparison with previous years), and also a range of exciting developments in the Norwich area!

In this quarterly newsletter we try to focus on local cycling issues, but there is always the wider context of traffic planning in the city.

Some very unfortunate things have been done in the past (many people think that includes construction of the Magdalen Street flyover), but there are more hopeful changes going on today. There are great hopes for the new traffic system being introduced for St Stephens and Chapelfield, and this will have significant implications for people cycling in the area.



We do not have the space to give a comprehensive account of this new scheme (currently under construction – see City Council website for details), but we will be monitoring it closely and have already spotted one or two issues for cycling (see page 7).

A different (but not unconnected) scheme is the Pedalways project, and Margaret gives us an update on pages 2-3. All very ambitious and exciting, so do give the planners your input. We could be witnessing a step-change in cycling levels, with a corresponding further civilising effort on our already great cycling city.

Meanwhile, further out, the planning and expenditure on a 'Northern Distributor Road' goes on, and we cannot ignore the need to keep tabs on what is happening and influence what we can – please read what John has to say, and act accordingly.

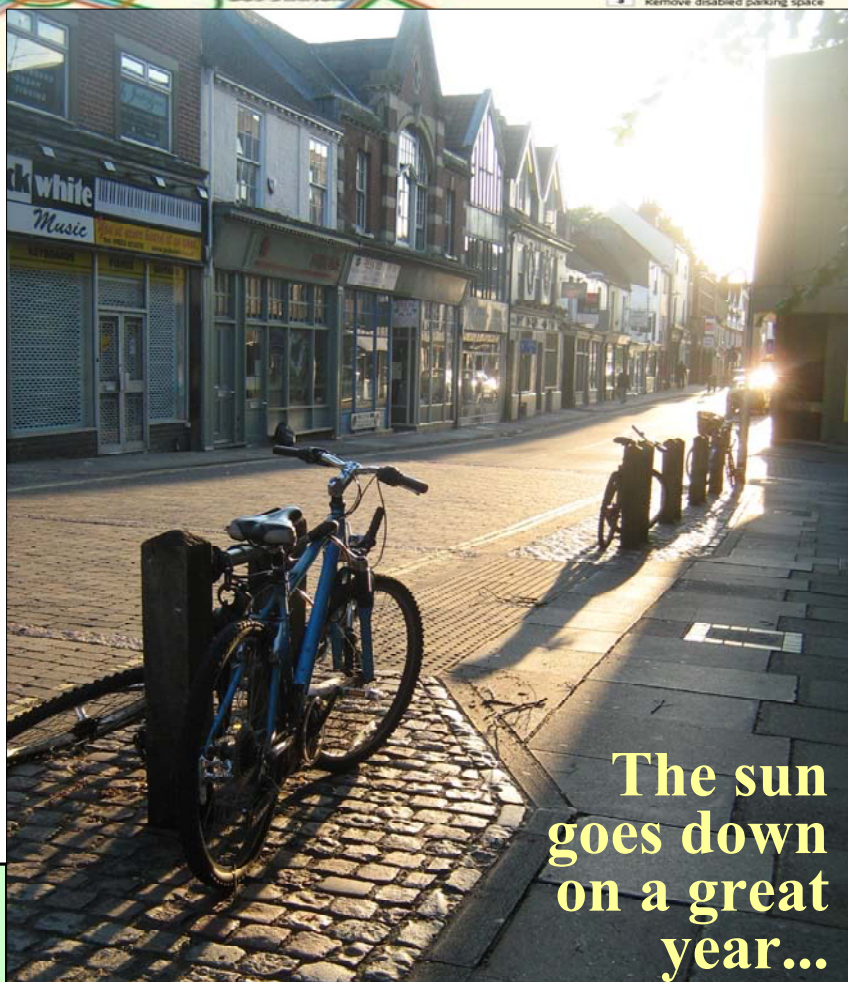
And back down at street level, do keep those reports going in to www.fillthathole.org.uk if you want to keep your vital riding surfaces reasonably useable.

We have so much in Norwich to be thankful for, but at the same time it is vital to keep your support for, and involvement in, the work of Norwich Cycling Campaign.

As more and more people turn to cycling for their own personal benefit, it's worth remembering that having more people doing so is actually good for the everyone in the city, whether they are on a bike or not.

Inside this edition...

- Your Cycling Campaign: The latest on NDR and Pedalways
- Pics from Bike Week
- Info on Marriott's Way
- Danish wisdom
- Eurofile
- Phyll's Philosophies
- The Gallery
- What's On
- Contacts and Who's Who



**The sun
goes down
on a great
year...**

NDR Public Meeting

Thursday 18 September 2014
Details on page 8

Your Cycling Campaign

John Elbro has continued to work hard on our organisation's submissions to the Northern Distributor Road Enquiry

John Elbro



1. The Northern Distributor Road: Enquiry Update

What has been happening?

The Enquiry runs to a tight schedule, and so a lot has happened since our last Newsletter, in chronological order these are:

1. Norwich Cycling Campaign submitted its detailed Representation on the routes proposed for cyclists and other non-motorised users (NMUs).

A number of our objections dealt with local particulars of the routes, but we have two over-all objections. First, to the design of the NMU routes: in most parts the design (a) uses "compacted road planings" for surfaces, instead of a sealed surface; and (b) lacks provision to meet the needs of both cyclists and other NMUs. Second, we object to the inadequacy of arrangements for crossing the NDR at roundabouts.

2. Statement of Common Ground between Norwich Cycling Campaign and Norfolk County Council.

There is little agreement, although it is agreed that "cycle tracks" on the proposed plans would have a surface of "Design Bitumous Macadam". (Unfortunately only a tiny part of the NMU network is classified as "cycle track".)

3. Norfolk County Council's Comments on our written representations.

In which Norfolk County Council maintain their position.

4. Norwich Cycling Campaigns Response to the Norfolk County Council's Comments.

In which we maintain our objections including those to the design proposed for the "bridleways", and draw attention to the map provided by the Norfolk County Council showing that in earlier consultations the "bridleways" had been designated as "footways/cycleways/bridleways"

5. Written questions by the Examining Authority to Norfolk County Council.

Of these 5.1 is: "Please explain more fully why the proposed arrangements for cycle crossings at roundabouts and the use of road planings for surfacing would not act as a deterrent to the growth of cycle use for commuting and other purposes? Are IPs correct in asserting that a sealed surface was previously proposed for multi-purpose NMU routes? Would the surface proposed be suitable for use by wheelchair and mobility scooter users?"

The next step

We await Norfolk County Council's answers. They have to be submitted by 8th September. We will look at what they say, and decide how to respond, before 29th September by when the Examining Authority has asked for comments on Norfolk County Council's responses. Your comments would be welcome. To j.elbro@lineone.net.

Before that, you can have your say at the **Public Meeting 18 September 2014 (see page 8).**

... and Margaret Todd aims to keep tabs on progress being made with the City Council's Push the Pedalways project



2. Push the Pedalways update



The building of a cyclepath across a park in Heartsease at the far north east of the pedalway will begin in September. In the meantime some of the busier and more contentious parts of the route are undergoing another round of consultations.

Both The Avenues and Park Lane sections of the route were passed by the Norwich Highways Agency Committee on 24th July for formal legal consultation. The details of these are shown in the general link below even though the website shows the first round of consultations as 'closed' and the new ones are not posted yet. www.norwich.gov.uk/pedalways.

The report for the committee showing a revised option for The Avenues can be found at <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/TheAvenuesConsultation.aspx>.

This rules out an option to close the road as a new bus service is proposed but the reasonably wide cycle path on each side of the road and parking for residents should mean this option is supported by a wide range of

continued on page 3

Our thanks to John and Margaret for these alerts, and please help by participating in these consultations

interests. The junctions with Colman Road and Bluebell Road are also significantly improved. However, I don't cycle this route often so if you know this route well please look at the proposals and have your say. Encourage everyone you know who supports better routes for all cyclists to comment too.

The consultation will begin on Thursday 18 September and finish on Thursday 9 October. There will be a drop-in event at the Scout Hut next to St Anne's Church on Colman Road on Thursday 25 September between 2 and 8pm. You will be able to write, email, call or meet officers at the event with your comments in favour or against the proposal. Don't forget to let the cycling campaign know your views too

Judging by the views expressed at the Transport Committee Meeting there will be more controversy about the proposal for Park Lane of the double street closure near the junction with Avenue Road. Some residents are very keen on a quieter neighbourhood, but there is a vocal group who are organising opposition. There are also important and controversial decisions about the route along Trinity Street and the crossing of Unthank Road. The option to implement a closure of Vauxhall Street near Trory Street is no longer being proposed.

<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/ParkLaneVauxhallStreetConsultation.aspx>

The consultation will begin on Thursday 4 September and finish on Thursday 9 October. There will be a drop-in event at Holy Trinity Church Hall on Cambridge Street on Thursday 11 September between 2pm and 8pm. You will be able to write, email, call or meet officers at the event with your comments in favour or against the proposal. Don't forget to let the cycling campaign know your views too.

Margaret Todd

... and here are a few pictures showing what went on during Bike Week in June...



Balance bikes at Friends of Eaton Park event

Bike Week VIP Ride, looking at recent and planned developments around the city centre. Thank you to Lord Mayor Judith Lubbock for taking part and providing tea and cakes afterwards



Tim Mellors (City Council Cycling Officer) Cllr Matt Packer, Cllr Richard Bearman, Jeff Jordan (Cycling Campaign) Cllr Lesley Grahame and Lord Mayor Judith Lubbock. Cllr Mike Stonnard took part in an evening repeat of the ride.



Cycling Campaign members look on

Useful update from Kieran Yates, Transport Planner for Norwich City Council, about **Marriott's Way**

Norwich City Council as Highway Authority (acting on behalf of the County Council under an agency agreement) has adopted another section of Marriott's Way; from the Barn Rd roundabout to the Dolphin footpath

- This now means that Marriott's Way from the city end at Barn Road via Dolphin Path and up to Hellesdon Road is adopted highway maintainable at the public expense;
- The path surface will be inspected and maintained by the city council and a 1 metre strip of verge either side will be mown periodically to keep the path clear of vegetation.
- If trees are unsafe or branches affect cyclists and pedestrians using the adopted parts of Marriott's Way, the city council can require the freeholder of those trees to do this tree work or we may carry out this work ourselves and levy and charge to the freeholder where the trees are sited. (Section 154 of the Highways Act 1980)
- Negotiations are currently underway with regard to securing funding to improve the surface condition and narrow sections of Marriott's Way
- In terms of lighting of Marriott's Way, there are no plans or funding at present to achieve this.

Overall we hope you will agree that this is a positive step forward to enhance this important walking and cycling route along with the work of the Friends of Train Wood and Sustrans.

To raise maintenance queries please contact us: www.norwich.gov.uk/ContactUs/Pages/default.aspx

Keiran Yates 20 August 2014

DANISH WISDOM...



If ever a rough track is crying out for proper surfacing, it's the present eroded path across the playing field between UEA and the Norfolk & Norwich Hospital at Colney.

It's fairly obvious what has caused the trail - you only have to notice the many bike tyre tracks - if you are not having to jump clear of a passing cyclist first.

What we are looking at is a clear demand for a cyclepath along this route, which takes a fairly straight, but slightly hilly line, between the Yare Bridge and the entrance to the hospital.

But why do so many cyclists prefer this route over the official, and flat, paved route via the UEA sports pavilion? The answer seems primarily to do with directness (i.e. the shortest line between two fixed points), which

evidently trumps the negative factors of inferior gradient and the poor quality surface. This unofficial route also bypasses what until recently was a hazardous blind corner (obscured by vegetation) where the path reaches the Colney Lane cyclepath (see photos on page 7).

There are of course many other examples across the city of eroded paths showing cyclists prefer to take a different line from that provided by the planners, such as that shown here. Often the explanation is obvious. Perhaps the bigger question is whether planners should be able to anticipate the preferred route before the tarmac goes down.



In parts of Denmark there has for some years been a design practice for new developments of allowing worn tracks to develop before laying the proper paths, to ensure that they are in the right place and on the right line. It's almost as if people know best - an outrageous concept that seems a bit alien in our British culture of top-down strategic planning.

The 'fill that hole' website (www.fillthathole.org.uk) may have been contacted by some cyclists complaining about the surfacing on the link, but it is not possible to pass these reports on to any local authority, because the land is owned and managed by the university.

Meanwhile, day by day more and more cyclists follow the route and the track gets wider and deeper...

Matt Williams

Our TIC* correspondent adds...

A spokesman for the university suggested that there were reservations about a plan to surface the track in tarmac, because 'people on bicycles might end up using it'. He said that a similar result had happened when a tarmac path was laid from the campus entrance near North Park Avenue connecting diagonally across the grass to Suffolk Terrace. 'We built a nice cycle path for our security vehicles to use, and the next thing we knew, there were bicycles going up and down all the time. We don't want to make that mistake again.'

This approach is reminiscent of a little-known incident back in the 1970s, when the city council removed a substantial river bridge from a derelict railway line leading to the former City Station at Barn Road because 'people were just using it to get across the river'.

* tongue in cheek

Jean gets her thrill

Jean Bishop writes

Here's a picture from the Norfolk Cycle Show at the Forum in April this year.

I thought the show was excellent, although rather a shame Norwich Cycling Campaign didn't have a presence - next year for sure!

The thrill of the event for me was as 'stoker' on the tandem to one



time 'world hour record' (July 1993 and April 1994) holder Graeme Obree.

A thrash up and round Chaplefield Gardens on the 1km circuit was awesome.

He told me (as we turned the right angled bends) that "not many people can ride out of the saddle on a tandem", exciting and scary in equal measure!

What a fantastic event for everyone. There was a teenager doing the ride with Graeme before me. He has been a hero of mine for many years and I never thought there would be the chance to do this, even got him to sign a copy of his book 'The Flying Scotsman' which I bought Bob 10 years ago.

Cycling Campaign member Dorothee Bakker has sent us some stunning pictures (taken in July) of new bicycle fly-overs over busy roads and crossings in the Bergen area of Norway.



...and a newspaper cutting for the Eurofile...

CYCLE GUY

Ben Laurance

Stand on a street corner in Berlin and watch the motorists waiting to turn right. You'll find they indicate (no surprise there) but then all — yes, all — glance in their right-hand mirror to check there's no cyclist preparing to go straight on the inside of their turn.

All clear? Then the car swings round the corner, if not, the motorist sits and waits until every bike — and every pedestrian, for that matter — has safely crossed the junction. Only then does he or she set off.

I have been spending time in Berlin of late, and it easily wins my nomination for the most cycling-friendly city on Earth. Cycling here is easy: the lack of hills means I can whistle comfortably from one side of the city to the other on my single speed bike.

Furthermore, there is enough space for everyone — in cars, on bikes and on foot — with room to spare. When, in the late 19th century, Otto von Bismarck declared that he fancied an imposing road leading west out of the city, he deemed that the boulevard, Kurfürstendamm, should be a stately 53 metres (174ft) wide. Decades later, when the powers then in charge of East Berlin conceived a big avenue built to honour that cheery old mass-murderer Joseph Stalin, they weren't to be outdone. They made the thoroughfare — now Karl Marx Allee — 90 metres (295ft) wide.



So yes, Berlin's topography is perfect, and its infrastructure for cyclists is excellent: many bike lanes are separated from cars and trucks, and those that aren't are clearly laid out.

And at junctions, traffic lights give cyclists and pedestrians a second or so head start on other vehicles. It's all for the good. But to return to my original point, before motorists turn right, they always look in their mirror. It's a predictable tic: the lights change and the driver's head dips to check that there's nothing on the inside of their turn.

This courtesy could well be because of the fact that most Berlin motorists are also cyclists — the majority use a bike pretty regularly. However, it could also be down to the fact that German law embraces a principle that applies in most EU countries, one that encourages motorists to be careful. The principle, put crudely, is this: if two road users are in an accident, the liability is presumed to lie with the less vulnerable party.

In other words, a car driver who knocks over someone on a bike has the onus of proving the cyclist is liable for the damages. That's why Berlin's drivers are so careful to give way to cyclists, who in turn are careful to give way to pedestrians.

The UK is one of just five EU member states that don't have some version of this principle of "presumed liability" enshrined in such civil cases. Earlier this year, campaigners put up a good case for the introduction of the idea in Scotland, but were not successful.

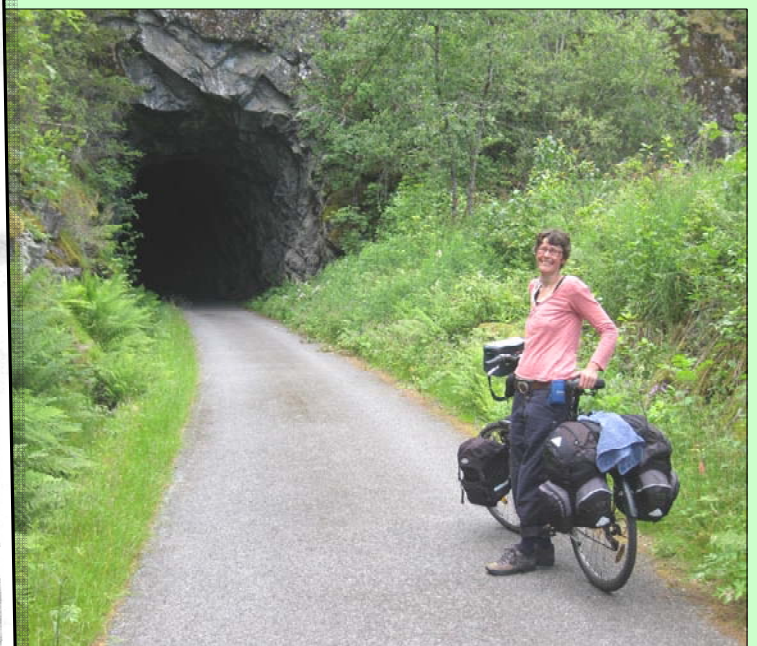
British cities can't be made as flat as Berlin, nor can their streets be as wide, but with behaviour nudged in the right direction, they could be made a little safer for everyone.

Ben Laurance is a cyclist and business journalist

Main photo: Hardanger Bridge. This was completed in 2013 and has a separate, shared track for cyclists and pedestrians. It is 1380 metres long with 55 metres clearance over the fjord, such that large cruise ships can pass below. It is one of the longest suspension bridges in the world.

These photos were taken on the cycle route along the Hardanger Fjord to Voss. Dorothee says the route is not for anyone with fear of heights — many roads on the cycle route have a steep cliff next to them, with only a 20 cm high barrier along the road.

Below: Off-road tunnel en route to Voss (on an old train track).



Phyll's Philosophies



While the Cycling Campaign committee members have been devising a possible route and junction crossings for cyclists and other non-motorised users should the Northern Distributor Route (NDR) go ahead, I have been

completely against the scheme right from the start.

At the evening session of the public inquiry held at the Oaklands Hotel in May, I was able to present my objections to the three Government inspectors and the assembled masses. Most of the other objectors spoke of their concerns about possible rat-running through their particular villages.

Stephen Heard of SNUB (Stop Norwich Urbanisation) spoke of his organisation's objection to the increase in size of Norwich through all the building development which this road will encourage. I am hoping my presentation may have put a different light on things, which may not previously have been considered.

I started off by saying that I was speaking only for myself and family, that I had moved to Norfolk from the London area almost exactly 40 years ago (on 14 September actually) to escape from urbanisation and because I loved the countryside, that I had children and young grandchildren and was very concerned about their future. I went on:

I agree entirely with the points put forward by the Council for the Protection of Rural England (CPRE), that the NDR will

- destroy a large area of countryside, much of it productive agricultural land;
- lead to infill development in north and east Norwich, destroying countryside and contributing to urban sprawl;
- lead to an increase in traffic and congestion – by 39% by 2032;
- be a waste of money – £ millions, public money which could be better spent on other transport improvements.

Since the idea of building the NDR was first put forward, over 20 years ago, conditions have changed considerably and now need to be taken into account. Climate change has become a more serious issue and rather than encouraging more motor vehicle movements, as this road will do, we really must do more to get people to use other, more benign, means whenever possible. For example, a large proportion of car journeys are less than 5 miles, many just one mile or less. Surely it is not beyond the wit of our authorities to encourage people to use other, less damaging, means of travelling such short distances. Car driving has become a habit, a habit which must be broken.

Another issue is the loss of productive farmland. I have just completed a university course in Global Food Security in which I learnt how difficult this is going to become in the future. For one thing, we need to be far more self-sufficient in our food production. At present we import 80% of our food. We're even



importing apples which are in season in this country. Not only must we reduce these food miles to reduce global warming, we're also likely to be hit by extreme weather events in the countries we import from. Therefore we need our productive farmland which we are fortunate enough to have here on our doorstep. We don't need roads and infill development built on it. Government figures tell us that countrywide there is enough

brownfield land to build 1.5million homes, also that this type of land is increasing faster than it's being used. I understand the government now has plans to make it easier to build on brownfield sites that are suitable for housing, in a way that keeps strong safeguards in place to protect our valued countryside.

Here in Norwich there are plenty of brownfield sites which could be developed for housing, including empty office blocks which could be converted into flats. People would rather live in the city, with its proximity to public transport, shops and other amenities, than be stuck out in the countryside necessitating a commute, by car of course, to get to work.

So I call upon our government inspectors to reject the plans to build an NDR and call for better ways to spend the millions of public money apparently available, ways which will improve public transport, cycling and other means of transport.

This was received with a clap from the audience and no comment or questions from the government inspectors. Let's hope it didn't fall on deaf ears. We shall hear at the beginning of December whether or not the NDR will go ahead.

*

I always think how sociable an activity is cycling, for whenever I see an obvious cycle tourist with their laden panniers I can't help going up to them and starting a conversation. I was even invited to join two young men for lunch at Wetherspoon's on one occasion – they were eating at one table, I at another. They had been cycling the Norfolk coast, now about to catch a train home.

I got talking to a cyclist at Mundesley last summer. She was alone, just finishing off changing an innertube following a puncture. She told me she was from Norwich and normally cycled with a group. I asked her the name of the group and, would you believe it, it was the CATI (Come and Try It) Group. I told her I knew all about it as I was the founder of it, some 20-odd years ago.

The other day I was in Aylsham on market day, and talked to an elderly lady just filling up her panniers. She was very pleased that someone had spoken to her about her bike, and said she was over 80 years old. I told her that I'd recently had to give up cycling after 70 years, due to severe arthritis. She is very lucky to be still cycling at her age, but so was husband Bob. Some hardy cyclists are still going at over 90. Good for them!

Phyll Hardie

Cycling should be state of mind

Before safety, environment and health come into play, cycling should be state of mind. This is the conclusion drawn by Henk Lenting, a student of Traffic Psychology at the NHL Polytechnic. In his 2014 thesis, he compares the motivation for cycling in the Netherlands and England.

For most English cyclists, cycling is a life style. For most Dutch cyclists, it is a purely functional way of getting around. His conclusion is based on surveys and interviews in Leeuwarden and Chester.

Quality of infrastructure and safety are not at issue in the Netherlands: they are regarded as adequate. These aspects may discourage people from using a bike; they will not in themselves be enough to get people to take up cycling.

The situation is different in England. Infrastructure and safety are important issues in the promotion of cycling. Another conclusion drawn by Lenting for both the English and Dutch situation is the need to convince people that cycling may be an option, even if it is currently not the right option. "As soon as bicycles enter into the equation, you have made progress".

And if you want to get more people to take up cycling, they need to realise that cycling is not just something for fanatics. Cycling – especially in England – has to be seen as a useful mode of transportation, which does not necessarily imply a totally different life style.

On the other hand, the Dutch situation will gain if cycling to work over longer distances could come to be seen as a sporting activity. Looking at cycling as physical exercise instead of slow transportation makes it more attractive to cycle longer distances, as these require more exercise. It would also help if specific target groups can be made aware of the positive health effects of cycling as a mode of transportation.

from Dutch Cycling Embassy website www.dutchcycling.nl

The Gallery

... where we try to show offer examples of the good, the bad and the interesting, as reported to Norwich Cycling Campaign



CRINGLEFORD: Every reader must have encountered such problems of inadequate trimming, which disproportionately affect cycle facilities throughout the city.



UEA: The blind corner mentioned in Newsletter 93 has now been (temporarily) dealt with by hacking back the hedge



May 2014



Aug 2014



CYCLE PARK, SAINSBURY'S
A salutary tale...



NOW YOU SEE IT

17.08.14



LITTLE BETHEL STREET:
Does that mean us, or don't cyclists really count?

(we were warned....)



NOW YOU DON'T

22.08.14



CLEVELAND ROAD: Lovely new advanced stop line - but did we really want to be making a start from such a steep gradient?

What's On

NDR Public Meeting

Date: Thursday 18 September 2014

Time: 10.00am to 4.00pm

Venue: Assembly House, Theatre Street, Norwich, Norfolk NR2 1RQ



The Examining Authority says "This hearing will concentrate in the morning on the western termination of the proposed NDR, with discussion expected to include both possible termination at Norwich Airport, and a link over the River Wensum to the A47. This will be followed by consideration of possible minor changes to the scheme, both online (the route of the NDR) and offline (away from the route). This could include discussion on the effects on non-motorised users such as pedestrians, cyclists and horse riders."

This could be a meeting not to miss, as well as possible discussion of NMUs, there could be some fascinating arguments as to where NDR might go!

Warning: The meeting has to end at 4.00 pm, and it could be NMUs are pushed of Thursday's Agenda on to Friday. If you are unable to attend the meeting(s) you can still put what you would have said at the meeting in writing to the Examining Authority.

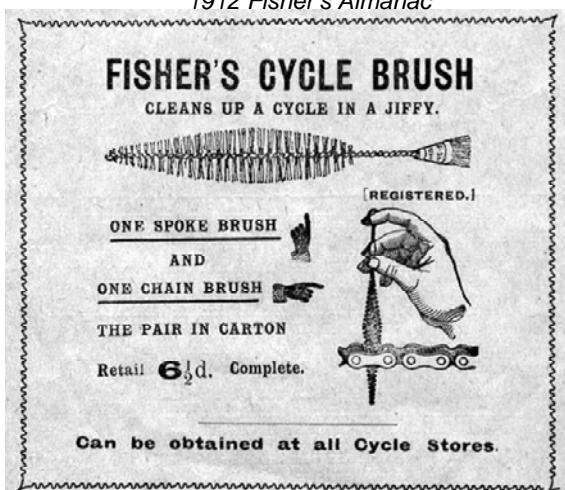
If you wish to attend the meeting, it would be helpful (but not essential) to let the Examining Authority know by email to NorwichNDR@infrastructure.gsi.gov.uk There could be an opportunity to speak, but that is at discretion of the chair. Again, the ExA would like to know beforehand.

Please try to attend the meeting and express your interest!

More Information

Go to the National Infrastructure Planning Portal to find out all about the NDR proposals: <http://infrastructure.planningportal.gov.uk/projects/eastern/norwich-northern-distributor-road-ndr/> or you may find it quicker to track down what you want with a google e.g. "Norwich Cycling Campaign NDR"

▼ **HANDY** Norwich advert from 1912 Fisher's Almanac



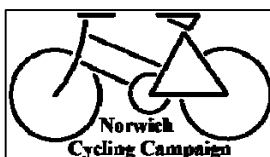
DON'T MISS THIS FILM SHOWING with Mike Burrows
12 October Cinema City, St. Andrews Street, Norwich



▲ **SO WHERE WAS IT?**
To put you out of your misery, the 'Four Cyclists of the Apocalypse' graffiti featured in Newsletter 92 was in the archway next to Exile, 12a Pottergate. Sadly, the artwork is now gone.



DON'T ASK Not yet reached Norwich



Contacts and Who's Who



Website: www.norwichcyclingcampaign.org

News group: <http://groups.yahoo.com/group/norwichcycling/>

Email: info.norwichcyclingcampaign@gmail.com

Chairman:

Treasurer & Membership Secretary:

Consultations Officer:

Website Manager:

Newsletter Compiler:

Other committee members:

Minute Taker

Hon. Auditor

Norwich City Council (part time cycling officer): Tim Mellors (timmellors@norwich.gov.uk)

Rotating chair for each meeting

Bob Cutter (robert.cutter@mypostoffice.co.uk)

John Elbro (in an advisory capacity, j.elbro@lineone.net)

Oliver Stretton-Downes (ollystrettondownes@gmail.com)

Matthew Williams (mattwill75@hotmail.com)

Phyll Hardie, Tony Clarke, Richard Bearman, Christine Wilson

Margaret Todd

Rachel Mold

Norwich Cycling Campaign members' meetings normally take place monthly on the third Monday.

Forthcoming meetings: 15 September, 20 October, and 17 November at Charing Cross Centre, 17-19 St John Maddermarket, Norwich NR2 1DN.

!! Deadline for material for Autumn newsletter: 28th November 2014 !! Please do contribute something!