

REMEMBER, wearing higher visibility clothing is a basic measure that does more for your safety on dark winter days than many an expensive accessory sold to black-clad cyclists, but working lights are a MUST after dark

A DUTCH-STYLE CYCLE POINT FOR NORWICH RAIL STATION?

Exciting news that Abellio are planning to open something resembling a *fietstelling* at Thorpe Station and soon. If you've travelled by rail in The Netherlands you'll know that is a combined cycle parking, retail and repair centre in pole position near the concourse entrance. It will be branded Cycle Point and there is already one at Chelmsford (run by Cycles UK Ltd) - and more planned for Cambridge, Colchester and Ely.

There are currently 158 cycle parking spaces on the stands at Norwich, but the new facility at Norwich would have 400 (double decker style) plus a cycle centre with toilet, changing room and a bike repair shop selling parts and accessories. This would be located in a building abutting the main station on the left hand side viewed from the front, and the proposal is broadly supported by the City Council. Officers have also suggested providing a new right turn facility for cyclists into the station.

The ambitious intention is to have the Cycle Point up and running before the end of the current financial year, and in view of previous features that have appeared on the front of this newsletter, we wish to make it clear that this is for once not a spoof story.

Most bicycle users will of course welcome these proposals if it is part of a genuine move to encourage rail-bike integration for daily commuting and other journeys, an efficient combination which has for years been routine in The Netherlands and elsewhere.

However, there must be some concern about the demand for and longer-term economic viability of the facility given the very limited take-up of Abellio's existing cycle hire arrangements at Norwich. It may therefore be difficult to find a local operator able to run the cycle centre at terms which are sufficiently attractive to both Abellio and the franchisee.

Those used to taking their bike with them on the train may also be wary of the underlying objective of the investment which may be to improve the cycle hire and parking facilities to a level where it will be harder to argue against a ban on cycle carriage on trains for part or all of the day on intercity and other routes for operational and space reasons.

Given that we have previously featured serious proposals for a Brompton dock at Norwich that came to nought, the best guidance at this stage would perhaps be to 'watch this space'.



Inside this edition...

- Your Cycling Campaign:
Report on the recent
AGM, including interesting
presentations from four
guest speakers
- Info on NDR Enquiry
- Latest on Pink Pedalway
- Norfolk Café Cycle Tour Blog
- Phyll's Philosophies
- Virginia at it again
- The Gallery
- Contacts and Who's Who



Just to warm you up – see Virginia's contribution on page 7

Your Cycling Campaign

Margaret Todd provides a report on a busy and interesting AGM held on 17th November at Charing Cross Centre

Margaret Todd



Jeff Jordan chaired a meeting which included four guest speakers:

1. Ben Webster: on life beyond Push the Pedalways

Ben summarised a very busy year: the Pink Pedalway, St Stephens and Chapelfield as well as smaller improvements such as an extra 40 stands at the UEA. However, there are still decisions to be made to finalise the Pedalway projects in Tombland and Park Lane as well as the 20mph in the city centre. £1m has been spent and £5m more by the end of the project in 2015.

Joanne Deverick has taken over Push the Pedalways and Ben is now looking at future schemes to progress the cycling infrastructure. This includes looking at reducing through traffic Golden Ball St, All Saints green and Westlegate. On Malthouse Road by Chapelfield, making more cycle parking, especially suitable for cargo bikes and tandems. Abelio has also submitted a planning application for 400 cycle spaces at the railway station, with a cycle point offering maintenance, with the ambitious target of completion by the end of this financial year.

There are also plans to improve the Yellow and Blue Pedalways. To make Prince of Wales Road two-way for buses and cycling and improvements to the Yellow Pedalway along Fifers Lane to the Airport, Hall Road and Bessemer Road, to connect the University Technical College to the cycleway. Also to make the slipway from the A11 to Eaton, two way for cycling. £310,000 to be spent on improving the city end of Marriott's Way through Train Wood and Dolphin Path. Also improvements to Pointers Field and the route through to Sewell Park College.

Work needs to be done to assess the whole cycle network and to assess the level of service provided. There are some design standards for London and Wales (a Norwich Pedalway standard is in development) and also a need for a way of calculating the contribution of cycling to the economy and well-being - as in Copenhagen where lots of statistics are collected. There's a serious lack of revenue funding for the network.

The Government's **Cycling Delivery Plan** published earlier this month is a threadbare document but a more comprehensive document was not agreed. It is unclear what financial support there will be from Government. Local Authorities are invited to become 'partners' and Ben is beginning to work on this with the other authorities in Norfolk. The Plan talks about 'cycle proofing' there is no details of what is meant by this, although a group has been meeting on it for a year. There was a discussion on the Delivery Plan's call for Local Authorities to appoint a cycling champion.

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Attentive listeners to Ben Webster

2. Kate Scotter: Eastern Daily Press journalist and cyclist

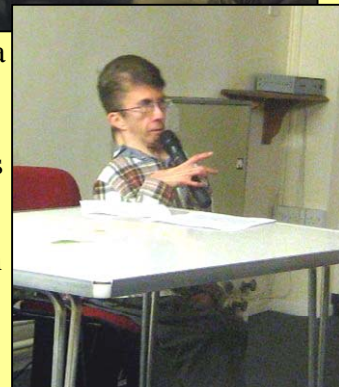
Kate described her introduction to cycling as an alternative means of keeping fit to running which had previously left her with injuries. Although she was not at all sporty at school, because of taking up cycling she has now competed to a high standard in triathlons and other types of cycle racing - although she now concentrates on cyclocross. This she especially enjoys for the camaraderie and competitiveness, whereas road racing tends to encourage the latter.

For more information on cyclocross locally, visit <http://www.easterncross.org.uk/>

3. Martin Symons: access and mobility through bike technology

Martin described his disabilities which have not dampened his ambition and his appetite for adventure. He can't use an ordinary bike because of balancing and the curvature of his spine, but he uses a BOMA, an electric powered vehicle which has four mountain bike wheels. In 2009 he cycled along Hadrian's Wall with a film crew, and you can watch his film on Youtube at <http://www.youtube.com/watch?v=THtBMvM95pw&sns=em>

Martin is also the secretary of Norwich Access Group which lobbies for better access for everyone across the city. He would like to set up a buddy scheme so that people with disabilities can experience being outside and enjoying a journey and the environment. This will involve vetting people and also some special equipment such as tandems, tricycles, platform bikes as well as access to paths such as Marriott's Way, and bike parks for such vehicles.



4. Ian Chapman: Living Streets and the role of cycling

Living Streets started in 1929 as The Pedestrian Association - its main concern then was cars. It lobbied for the 30mph limit, driving licences and the test. The Norfolk group was started in 1995. It has campaigned to have faded crossings repainted and managed to save a crossing which was due to be scrapped. It campaigned for Lakenham Way and a car-free Castle Meadow. It aims for our streets to be seen as public spaces and not just routes for traffic, more trees and benches to encourage more walking. There is a Walk Norwich programme and some funding to deliver some walking initiatives.

Ian is a member of the Cycling Campaign and suggested Living Streets could work with us to check more planning applications to make sure they are pedestrian friendly. It is an active member of Norfolk and Norwich Transport Action Group.

Chair's report – from Jeff Jordan

Since our last AGM we have been very active in promoting cycling and representing the views of cyclists. Members have attended all the consultation events on the Pink Pedalway-from Heartsease to the N & N University Hospital- and commented on the proposals. Similarly with the two way cycling along Magdalen Street, we have taken part in these consultations, riding the routes and submitting comments on the value and shortcomings of the proposals.

We took part in the Norfolk Cycle show at the Forum which was an excellent event. The Forum is such a busy venue, and we made contact with many members of the public, gaining their opinions on cycling issues and feeding these into the planning process.

National Bike Week was a busy time for us, taking part in the event at Eaton Park. Our stand attracting much interest and gave us useful publicity. The organisers provided Dr Bike checks, Smart Cycle Training, Police Cycle Coding and Sustrans and Norwich City Council were represented. Balance Bikes for toddlers were very popular. We borrowed these from Mile Cross Junior School, one of the 10 Norwich Nursery Classes we supplied with balance bikes 2 years ago. These are still in use and since then have been available to over 1000 children.

We organised rides to Hethersett and Cringleford lead by Virginia, and Bob's ride to Sheringham was popular.

We have a new design for our cards and posters. This was used on the banner generously donated by Tony Clarke on display this evening. We plan to seek other sites for this, with leaflet dispensers, which we have on display already in a number of Norwich bike shops.

We moved our meetings from Princes St United Reform Church when the premises went up for sale, and we have found the Charing Cross Centre suits us well, with helpful staff and good facilities. These include our new post box, provided at no



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extra charge and convenient for meetings.

Margaret Todd has done excellent work as secretary, and attended the Space for Cycling event, enabling the committee to use these ideas when considering cycling issues locally. Bob Cutter has managed the demanding role of treasurer and membership secretary very well. Virginia, Christine and I have shared the task of chairing meetings and Ollie has kept up our website. This continues to be the first contact for those wanting to find out about cycling in Norwich. Phyll and Ian have also been valuable committee members.

John Elbro has devoted endless hours to consultation issues, and has an amazing understanding of the complex issues raised by the Northern Distributor Rd and the Postwick Hub, with our submissions securing improvements for cyclists in these plans.

As we have stressed, we are not promoting these schemes, but getting the best deal we can for cyclists. Norwich was included in the top ten cities for cycle commuting and I appeared briefly on Anglia TV to talk about the pleasure of commuting in Norwich, despite it also being in the top ten hilliest cities in England.

Matthew Williams has valiantly continued to produce our newsletter.

All members are welcome to come to committee meetings and get more involved for us to have another successful year.

Jeff

Norwich Northern Distributor Road (NDR) Enquiry

At the beginning of the year Norfolk County Council (NCC) was allowed to seek planning consent for the NDR using the "Nationally Significant Infrastructure Project" (NSIP) procedure. This is a fast track procedure with a statutory timetable for its completion. After certain preliminaries, an "Examining Authority" (ExA) of three Planning Inspectors was set up and the formal Enquiry began on 2 June. Its task is to examine NCC's Development Consent Order (DCO) by a deadline of 2 December. It will then report to the Secretary of State for Transport by 2 March 2015. The SoS must grant or refuse development consent by 2 June 2015. In the ensuing 6 weeks the SoS's decision can be challenged.

Norwich Cycling Campaign has been fully involved at every stage of the Enquiry, with hardly a month passing without having to make representations or comment.

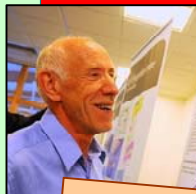
Norwich Cycling Campaign's representations cover cycleway design, NDR crossings, speed limits, and signposting.

A Statement of Common Ground between the Campaign and NCC has been negotiated, and this contains some agreement on signage, and the surface to be used for cycleways, but mostly it highlights agreement on disagreements.

The ExA picked up two major areas of the Campaign's concern in questions to NCC on its use of "at grade" non-signalised NMU (non motorised user) crossings at roundabouts, and on surfaces for bridleways (a large proportion of the NMU routes have been categorised as "bridleways" with a surface of "compacted road planings")

NCC maintained its position in its answers, but at an ExA meeting on "specific issues" NCC offered to consult with NMUs on the surface to be used for bridleways. The Campaign welcomed this.

Most recently the Campaign wrote to the ExA on "cycle proofing the NDR" referring to the government's **Cycling Delivery Plan** published in October. My thanks to Christine, Margaret, and Virginia for dealing with issues at times when I was away from Norwich.



John Elbro sums up some of his hard work during the year on two vital consultation issues

Cycling Delivery Plan, Department of Transport, October 2014

In August 2013 the Prime Minister said his government would "kickstart a cycling revolution which would remove the barriers for a new generation of cyclists." and would "cycle proof" the road network.

In October 2014 the Government put out a draft paper "Cycling Delivery Plan" for consultation.

Norwich Cycling Campaign welcomed aspects of the plan, but submitted representations calling on the government to strengthen its proposals. The campaign argued that the government in its plan should:

- commit to a national cycle network,
- require local authorities to plan and implement local cycle networks
- establish a central government national cycling fund
- define "cycle proofing"
- act to ensure network design is safe, and perceived safe.

... and below, Margaret Todd updated the AGM on Pedalways et al

The Pink Pedalway and other developments

This year we have taken part in regular consultations on sections of the Pink Pedalway from the N&NUH to Heartsease. Some of the work has started this autumn in Heartsease, and Mousehold with a new cyclepath along Gurney Road. The changes to Magdalen Street are due to begin in the new year.

2014 has seen some major changes to cycle routes across the city. Only last week the new bus and cycle lanes along Grapes Hill, Chapelfield, St Stephen's and Theatre St were fully opened. It has certainly made Rampant Horse Street calmer. However, I notice that the sign in Theatre Street permits buses and taxis but there is no mention of cycles. The city centre is in dire need of a re think about cycling, access for lorries and signage.

This focus on cycling led to me appearing on a Mustard TV programme on the subject. The interviews they did around the City Centre were mostly positive about better facilities and access for cycling, one exception being from a taxi driver.

Two items are up for consideration at the forthcoming Norwich Highways Agency Committee which will test the nerve of Councillors on how far they dare go to resist the demands of increasing car traffic. These are the plans for a cyclepath in Tombland and Palace Street challenged by the Norwich School and perhaps more significantly, plans to block off Park Lane to through traffic to make a clear route for cycling and walking. Local Councillors have got cold feet in the face of resistance by some residents despite their commitment in principle to safer streets and measures to encourage cycling.

Whatever the results of these decisions, there is now a momentum to improve the environment for cycling in the city, which we must support and encourage. One measure of the growth in cycling in the centre over the past few years is the number of new cycle racks. The absolute low was at the completion of the market refurbishment, when stands were not replaced on the Walk. Now, despite the huge increase in stands, it is still a struggle to find a spare one.

Norfolk Café Cycle Tour Blog

Kevin Frazer invites us to share in some tea and cake...

When you go cycling do you find yourself going on the same old routes? Do you like to stop at a café or tearoom but don't know where the best ones are? Well hopefully I have the answer for you to help freshen up your cycle rides.



I have always loved cycling and I often go out for rides with family and friends. One of these cycling buddies, Big George, suggested we included a stop at a cafe on our trips so we could go a bit further. At first his knowledge of the local café scene appeared good, at least compared to mine, but his route management was poor and a great deal of each ride was spent looking at maps. I, on the other hand, like to plan my routes in advance and use my cycle Garmin GPS for a more flowing riding experience. Sadly I had no knowledge of the local cycle cafe scene so had to rely on Big George to come up with our ride logistics.

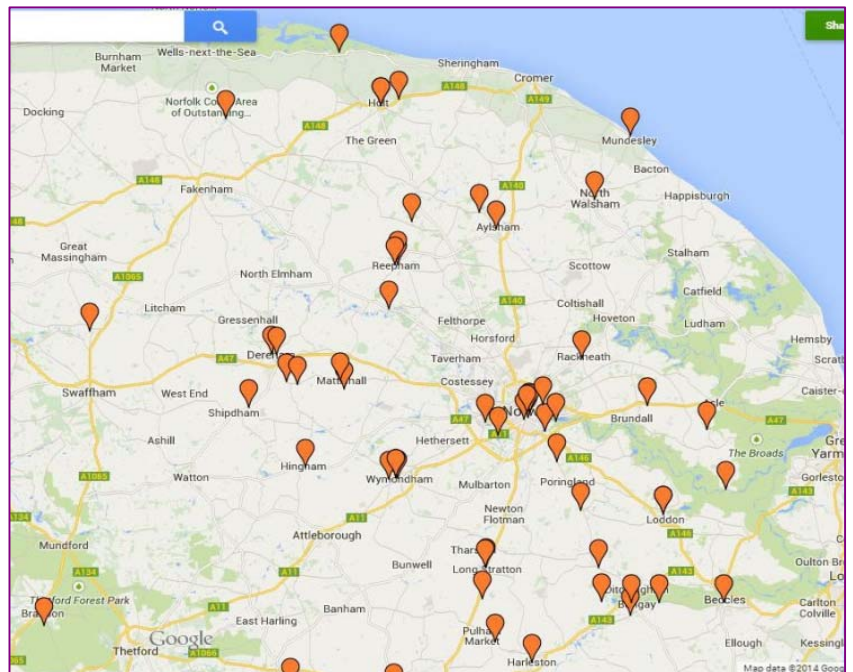
I needed to develop a superior set of cafe options so that I could take control of both route and refreshment stops.

As it transpired Big George only actually knew of 3 cafes so with a little research I quickly developed a longer list and could take control over route planning. At first I was happy with the new arrangement but I was still not satisfied. I now needed to know the best cafes to visit and what route to take to get there. So I decided to instigate a café rating scoring system and save all the routes on Google maps.

It occurred to me that this information would also be useful to the wider cycling community so I started the Norfolk Café Cycle Tour Blog. Each week I try to visit one or two new cafes and post about them on the blog, including café ratings and a map of the route. So far I have reviewed 64 cafes in the Norfolk area (see map on right).

I have also tested out 12 cafes across 5 countries on 'Le Continent' when I went on my search for the Norfolk Café Cycle Tours European café of the year 2014 (which incidentally is in Slovenia).

A recent new feature is Celebrity cyclist X recommends Café Y, where I visit a Café recommended by a famous cycling celebrity. My first one was Ironman world champion Chrissie Wellington (in Castle Acre) with the Mayor of London's suggestion lined up for the spring.



So if you are looking to get out for a ride and want some ideas of where to go then visit the Norfolk Café Cycle Tour Blog <http://norfolkcafecycle.blogspot.co.uk>. I'm keen to grow and improve the information further so if you have feedback on the routes or suggestions of places to visit (especially if you are a celebrity!) please comment on the blog or email me at Norfolkcafecycle@btinternet.com. I would love to hear from you. For the latest news you can follow on twitter [@cakecrusader](https://twitter.com/cakecrusader) or [cafecycltour](https://twitter.com/cafecycltour). Happy café cycling!

Phyll's Philosophies



There have been some recent studies and reports of interest to us as cyclists. One report, following a study by the UEA which analysed the habits of 18 thousand adult commuters in the UK over 18 years, concludes

that those who walked and cycled regularly felt better overall, not just when actively doing it. Even travelling by public transport is preferable to driving. The researchers said that policies encouraging the leaving of cars at home could have a big impact on people's well-being (Adam Martin, UEA Medical School).

A comment on this story suggests that the driving test should include a psychological evaluation to weed out those people not suitable to drive potentially hazardous machinery. Private motorists kill more people every year than every other form of transport combined.

A personal observation of public transport users notes that such people are highly likely to engage in conversation with fellow passengers, thus reducing feelings of loneliness and stress. Driving oneself around is such a selfish and lonely activity, thus surely not conducive to wellbeing.



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New research by Sustrans reveals that on average primary school children who are driven to school spend 45 per cent longer stuck in the car than their parents' generation. They spend 26 hours per year being driven to school compared to 18 hours just 20 years ago. The average primary school journey is 1.6 miles, a 15 minute cycle or 25 minute walk. Also the number of primary school children driven to school has increased from 40 per cent in 1995-7 to 46 per cent now. The reason cited: families feel threatened by speeding traffic and dangerous roads. Parents would be more likely to allow children to walk and cycle if there were more dedicated walking and cycling routes and safer crossings. I have found that, with more women working than previously, it is convenient to drop off children at school on their journey to work.

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A further study has shown that removing the centre line from roads, combined with a 20mph speed limit, is a most effective way of reducing the speed at which motorists overtake cyclists. The absence of the

central line may cause a driver to consider their speed and road position more carefully. In New York planners found that adding marked-out cycle lanes actually speeded up the flow of motorised traffic.

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Christian Wolmar, the UK's foremost transport expert and author of several successful books on railways, is a candidate for London Mayor. He is a keen cyclist and a leader of London's pro-cycling lobby. Sounds like a good person to have the post.



Christian Wolmar

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Two books I have read recently may be of interest. The first is **'The Bicycle Book'** by Bella Bathurst. In its introduction we are told: *Since the millennium bicycle use has doubled and doubled again. Thousands now cycle to work, with more and more taking it up every day.* The book is unusual in that it doesn't dwell on cycle touring but spends time on other aspects, such as racing, the life of cycle couriers, mountain biking and BMX, even the bike use in warfare.

The second book I am still reading, and finding it fascinating. It is **'Roads were not built for Cars: how cyclists were the first to push for good roads and became the pioneers of motoring'** by Carlton Reid. Basically, it is a history of roads, from pre-Roman times to the present. Who owns the roads? Well, in fact the answer is 'all of us'. They are a public right of way, originally built for pedestrians, and perhaps their animals, something to remember when arguments start. In 1947, journalist JS Dean, head of the Pedestrians' Association, wrote: *The private driver is most strongly influenced by the sense of ownership of his car and, as he often believes, of the road as well. It is 'his' car to do with as he pleases, and, as he often believes, it is 'his' road too. The other road users are merely intruders who are there at their own peril. Oh dear!*

The author also writes about congestion: *China, once the land of the space-efficient bicycle, now experiences the world's worst traffic jams. A 60-mile jam in 2010 last for ten days; pedal-powered entrepreneurs sold food and water to the stranded drivers, with bicycles the only vehicles able to move. Despite the building of more and more roads, motorists around the world continue to use them in inefficient ways. Congestion - especially in cities - is accepted as normal; some libertarians consider such blockages are a sign of economic virility. Oh dear, whatever are we coming to!*

Phyll Hardie

Virginia's been at it again...

...more despatches from world cycling hotspots

...this time in FRANCE



Balade sur la Dolce Via: 45 km between St Laurent du Pape and Le Cheylard in the Ardeche. A spectacular 45km ride along a disused railway, much like Marriotts Way, except that the track is high up on the mountain side, giving views down the gorge to the river below. We did a 15km stage from the old station at Ollieres sur Eyrieux to Pont de Chevill.



A 3-borders ride in France on the border with Luxembourg and Germany.



La Via Rhona - 450kms linking Lake Geneva (le Lac Lemman) with the Mediterranean along the Rhone. It has not yet been completed. www.viarhona.com will give videos to whet your appetite.

THE DEBATE GOES ON... Should helmets be compulsory?

This contribution from recent BBC News magazine

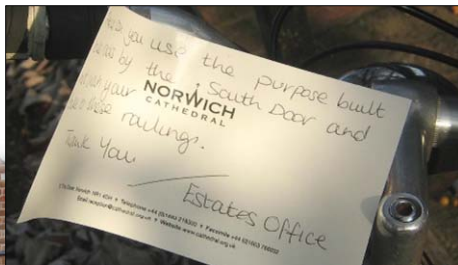
Nothing polarises opinion in the cycle safety debate like the idea of making the wearing of helmets compulsory. Chris Boardman, ex-pro racer and policy adviser at British Cycling, was heavily criticised for deciding not to wear one. "You're as safe riding a bike as you are walking," he says. "It's not in the top 10 things you can do to keep safe."

Brain injury charity Headway quickly expressed its "anger and disappointment", pointing out that Boardman himself had written an article in 1998 titled *I Was Saved By My Helmet*. "It is worrying that a leading figure in the world of cycling should be allowed to put across such a dangerous and irresponsible view," said chief executive Peter McCabe. In Australia, New Zealand and parts of the US, helmets are compulsory. So far the UK has resisted following suit, although the Highway Code does advise wearing them. It certainly seems logical to try protecting your head - about three-quarters of cyclist deaths are because of head trauma. Even Boardman said "there is absolutely nothing wrong with helmets". The controversy surrounds making them compulsory.

In 2007 Dr Ian Walker, an expert in transport and traffic at the University of Bath, published research that demonstrated how helmets can have a disadvantageous effect on motorist behaviour. He found that drivers would afford cyclists about 8-9cm less space while overtaking if the rider was wearing a helmet. "The benefits of helmets are hugely exaggerated," says John Franklin, author of *Cyclecraft* and an expert in cycle safety and accidents. "To put emphasis on them as a major safety aid is considerably overstating the evidence." Helmets are designed for low-speed accidents, explains Walker. They're typically only tested up to 14mph. "They shatter if you hit them too hard," adds Roger Geffen, from the CTC cycling charity. "People get very impressed when they see a shattered helmet and think 'My goodness, that could have been my skull' - but what it's showing is that helmets are actually quite flimsy."

Others stress looking at the bigger picture, arguing that cycling's health benefits far outweigh its risks. Making helmets compulsory could stop some people riding. "Even in a hypothetical situation where they could save 100% of all head injuries, you'd still end up shortening more lives if [making] people wear them reduced cycle usage by 2-3%," says Geffen.

The debate is far from conclusive. Walker's work did not focus on junctions, where 75% of accidents happen. And most objections are based more on prioritisation and not making them compulsory, rather than saying they have no value.



SINNERS ONLY:
A warm welcome for bicycle users to the car-littered Cathedral Close from the Dean and Chapter: considerably-parked bike gets an instant ticket



MULTIPLE PERMUTATIONS:
Notcutts are now so fond of appearing in our features on cycle parking, they've put an entry into the wacky racks category by turning their Sheffield stands through 90 degrees vertically



Virginia Greasley couldn't resist sending this picture in. She says "Our 90-ish landlady from our year in Sweden (92-93) still cycles daily on her tricycle, going into crowded supermarkets with great aplomb. She could walk round but it would be more tiring and time-consuming and the Swedes are very tolerant of such behaviour."



SAVING ROAD SPACE:
The City Council is thought to have used some of the Push the Pedalways money to develop a space-efficient bike better able to cope with undersize two-way cycle paths - such as the one at Edward Street



Noticeboard:



**BICYCLE
LINKS**

has now moved from Duke Street to
135-137 King Street, Norwich, NR1 1QH
(opposite the bottom of Music House Lane)
01603 631199 www.bicyclelinks.org.uk



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 & City Council contact:

Consultations:

Website & Facebook Manager:

Newsletter Compiler:

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Hon. Auditor

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Matthew Williams (mattwill75@hotmail.com)

Phyll Hardie, Tony Clarke, Ian Chapman

Rachel Mold

Norwich Cycling Campaign members' meetings normally take place monthly on the third Monday at 7.30 pm.

**Forthcoming meetings: 18 January, 16 February, 16 March 2015 at
Charing Cross Centre, 17-19 St John Maddermarket, Norwich NR2 1DN.**

!! Deadline for material for Spring newsletter: 27th February 2015 !! Please do contribute something...