



We shall be busier than ever in 2015, but it could also be an opportunity to take stock, as we reach an important milestone

STILL AN UPHILL STRUGGLE, OR ARE WE GETTING THERE?

Later this year Norwich Cycling Campaign will be celebrating the 25th anniversary of its founding back in 1990. By our calculation, the one hundredth edition of the Newsletter should follow early in 2016.

During the coming year we are hoping to occasionally wind back the clock and feature some archive material from earlier editions, perhaps alongside some fresh reflective articles on the progress of our cycle campaigning in Norwich over that quarter of a century. However, that will depend on YOU.

Please let us have your memories, thoughts and current views on the ways that Norwich cycling may have changed, either because of Norwich Cycling Campaign's activities, or even despite our efforts! Did you take part in any of the early stunts and demos? Can anyone identify some of the dubious characters shown on this page? Please let your newsletter compiler have your contribution offering a vision of where we should be going from here - don't just leave it to the regulars.

We would particularly like to hear from you if you have your back copies of the newsletter, and a special credit will go to anyone who can produce an original of Newsletter No.1, as pasted up by the legendary Les Hopkins.

So here's to another successful year of cycle campaigning, as we pass an amazing milestone. Please do get yourself involved for the good of our city. We may now have our Facebook page (see page 8, whatever would Les have made of that?), but we also will continue our quarterly Newsletter which is your chance to leave your mark, and make sure we make it to the hundredth edition!



Inside this edition...

- Your Cycling Campaign:
 - Push the Pedalways
 - Cycling Ambition Grant
 - City centre 20 mph zone
 - Tombland
 - Cyclepoint at rail station
 - New rail franchise
 - Magdalen Street
 - Blue & Yellow Pedalways
- Reflections on Dr Bike
- Phyll's Philosophies
- Generation Park
- Where's Virginia got to now?
- The Gallery
- Contacts and Who's Who

Eaton Park Bicycle Day

Sunday 21 June 2015

Friends of
Eaton Park
are organising a
bigger better
bicycle day
this year,
starting at 1 pm.

More details to
follow!



A VICIOUS CYCLE

Your Cycling Campaign

There is a lot going on. Margaret Todd does her best to provide updates on a number of issues

Margaret Todd



1. Push the Pedalways and Norwich Cycling Ambition

Push the Pedalways is a £5.7m programme of improvements to the eight-mile pink pedalway and the connections leading to it. Norwich City Council has now been successful in its **Cycle City Ambition** bid to win £8.4m of funding to make more improvements to cycle routes across the city – the announcement was made in early March.

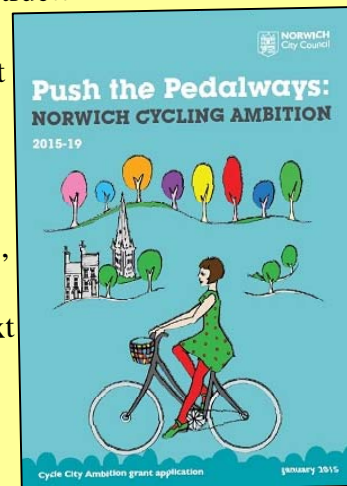
The announcement came after a grant application was submitted to the Department for Transport (DfT) at the end of January to pay for further improvements to the quality of cycling infrastructure on the Greater Norwich cycle network.

Two cycle routes that cross the city centre on the seven-route network will benefit from the grant – the yellow pedalway between Norwich International Airport and Lakenham and the blue pedalway from Sprowston to Wymondham.

According to Ben Webster at Norwich City Council, improving pedalways is not just about building better space for cycling, it includes a range of things that improves streets and open spaces, for example tree planting, widening pavements, reducing street clutter and better integration with public transport.

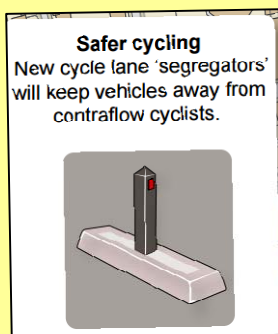
The new proposal looks to bring all these elements together and identifies the next priority areas for investment across the seven-route Norwich cycle network.

More about this on page 4.



2. Norwich city centre 20 mph zone

As part of improvements to the pink pedalway, funding has been allocated to proposals that would see 20mph zones introduced in the city centre, as well as The Avenues and Heartsease. The consultation on parts of the city centre (notably Rouen Road and Duke Street) has now closed.



Segregators planned for Duke Street contraflow

The 20mph in The Avenues has already been approved and the Council is now consulting on the specific proposals (closes 18 March) especially in regard to parking and road humps. You can give your view by going to

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

The City Council's stated benefits of 20mph areas are:

- Makes a safer environment for pedestrians and cyclists, in fact all road users.
- Help reduce traffic noise – better for residents.
- Gives drivers more time to consider vulnerable road users and drive appropriately.
- Helps enforce the message to drivers that the city centre is a special area where the pedestrian and cyclist have priority.
- Helps give bus passengers a smoother ride with less acceleration and deceleration.
- Reduces issue of large vehicles travelling in close proximity to cyclists and pedestrians – at 30mph, this can feel very intimidating.



3. Tombland

After much input from ourselves, Norwich School and others, the Highways Committee decided in January to go ahead with a modified version of the originally proposed scheme, and construction will be starting very shortly.

The City Council suggested the problems faced by cyclists, pedestrians and residents in the area included:

- Pavements in Tombland are narrow and crossing facilities are missing at some locations where people want to cross.
- The roundabout in the area is difficult for cyclists to navigate and is a collision hotspot.
- The one-way system around the 'Tombland triangle' is inconvenient for cyclists.

The main features of the new scheme proposals to help address these issues are:

- Introducing traffic lights with a pedestrian and cyclist crossing at the junction of Princes Street and Tombland. This would replace the existing pedestrian crossing.
- Replacing the roundabout in front of the Maids Head Hotel, with a junction with traffic from Palace Street giving way to traffic.
- Removing the traffic island on Tombland in front of the Erpingham Gate.
- Providing a two-way cycle track on the eastern side of Tombland and the southern side of Palace Street between Princes Street and St Martin at Palace Plain.
- Widening the footpaths in the northern part of Tombland and enhanced landscaping near the Erpingham Gate and Edith Cavell memorial.



4. Norwich Station & the new Rail Franchise

Planning permission was granted at the end of December for the '**Cyclepoint**' project described on the front page of Newsletter 95. I supported this on behalf of the campaign and supported a transportation officer's report on a new access for cyclists to the station as well as provision for parking of 'non standard bicycles'. However, the application did not go to a committee and it was approved without either of our requests being implemented. The new access cannot be demanded in this process but the company says it will look to provide parking for 'non-standard' cycles in the future. Abellio must complete these new facilities by the end of March so I suspect that they were reluctant to change plans at this stage.

A new **East Anglia Rail Franchise** is out for consultation now. I have picked out some questions to answer on behalf of the Campaign. Please let me know any points you would like me to include in our response. margaret.todd@btinternet.com. Please send anything you want included by March 14th. The link is https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/384309/east-anglia-franchise.pdf

The consultation period runs until 16 March 2015. To respond individually please submit your views and answers via: Email to: EAconsultation2014@railexecutive.gsi.gov.uk OR the online consultation survey OR in writing to: East Anglia Franchise Consultation Rail Executive Department for Transport Great Minster House London SW1P 4DR.

The questions I am focusing on are Nos. 2, 12, 14 and 15.

Thank you very much. We don't want the relatively good service for cycles to be reduced.





11

MAGDALEN STREET AND COWGATE

5. Magdalen Street

If you ride in the north part of the city you will not have failed to notice the ongoing works at the northern end of Magdalen Street. These were approved last year and will be completed in a few weeks' time.

According to the City Council's report, the reported problems faced by cyclists in this area were:

- It is not possible to cycle south from Magdalen Gates to Edward Street.
- Cyclists are forced to make an unnecessary detour via Magpie Road and Edward Street that is inconvenient and exposes them to traffic risks.
- A significant number choose to cycle on the footway or against the one way restriction. Cycling on these paths is a long-standing concern of local people and councillors.

The main features of the new scheme to help address these issues are to

- Provide a good quality, safe and direct cycle route south along Magdalen Street via a new cycle contraflow lane on the east side of the street.
- Allow cyclists to access Magdalen Street from Cowgate via a new cycle contraflow lane on the south side of the street without having to get off their bikes.
- Change the permitted vehicle movement at the Magdalen Gates junction and adjust traffic signals, pavements, parking and street furniture.



6. Blue and Yellow Pedalways

These routes are the main attention of the successful Cycling Ambition bid which has won £8.4m for Norwich (as reported on page 2).

We have now two dates fixed with Ben Webster for rides to explore aspects of the blue and yellow pedalway routes which is where the majority of the money will be invested.

These are on 11th March and 18th March 1.30pm-4.30pm, starting at City Hall. There may be a few places left if you wish to join us. I can't say at the moment the routes we will be taking. Please let me know if you are interested. margaret.todd@btinternet.com

PUSH THE PEDALWAYS

Cycling Ambition Programme 2015-19

Our project

The Greater Norwich local authorities are committed through their City Deal to building excellent cycling infrastructure to support our ambitious plans for sustainable growth. The City's ambition is to double levels of cycling in Norwich between 2013 and 2023 and use cycling as a catalyst for a more prosperous, healthy and active city. Two routes, 20km in length, connecting the city with peripheral towns, employment centres and growth areas within cycle commuting distances, will be redesigned so that everyone can ride in confidence and safety. Connecting communities to employment centres offering 70,000 existing and up to 13,000 planned jobs generates economic growth and contributes to the scheme's high value for money with a benefit to cost ratio of 2.58.



to see this map in detail, go to
<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Documents/MapOfProgramme.pdf>

What's statistics

City Council area is the top site in England for adult cycling at least once a week (55%) and cycling to work (55%) in 2015. Then to double this over ten years.

Length of yellow pedalway to be improved including extension to University Technical College = 8.8km

Length of blue pedalway to be improved including extension to Wymondham and Downton Park = 21.2km

70,000 people 12 years or older currently live close to the two pedalways

10,000 homes planned to be built close to the two pedalways by 2028 raising population to 54,000

Earlier connections to employment centres offering 70,000 existing and up to 13,000 planned jobs

Have 25mph zones to achieve 70% coverage of residential properties in City Council area, up from 47% in 2014

29 cycling and pedestrian road traffic casualties forecast to be saved each year

Number of projects: 45

Scheme cost = £17,346,000

DfT funding requirement £8,417,000

Match funding = 47%

Benefit to cost ratio = 2.58

Reflections on Dr Bike

Christine Wilson



Last month I went on behalf of the Cycling Campaign to the first anniversary do of the Norwich Bicycle Repair Co-operative Ltd at UEA. It's a mutual non-profit workers' cooperative and aims to carry out affordable bike repairs, encourage reuse of bicycles (often abandoned by students when they leave), and promote cycling. Since forming it has secured the contract to run the UEA Dr Bike service, carrying out over 2000 cycle repairs and 670 health and safety checks, created four cooperative jobs, including training two new members, and refurbished 145 second-hand cycles.

Dr Bike at UEA was operated at UEA by Nigel Howard who ran it with various assistants from 2002, working first in a small room behind University House and in dry weather outside on the walkway. Not until 2010 did Nigel have use of the cabin in which NBRC now operates. In December 2013 he stood down from Dr Bike and a well-established business passed to NBRC. Dr Bike was part of Nigel's Cycle Recycle which he set up in 1992 as the trading arm of Norwich Cycling Campaign, profits going to the Campaign's funds.

My interest in cycling-related activities at UEA goes back to when I worked there and when, in 2000, I and a few others set up the UEA Bicycle User Group. This was in response to a consultants' report on transport at UEA, among the recommendations of which was to encourage alternative means of transport to the car. Nothing was being done for cyclists. At the time it seemed obvious to promote cycling but 15 years on it has

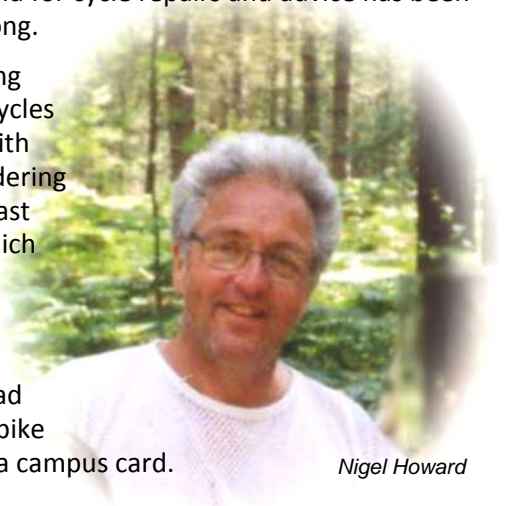


become absolutely essential. No one can fail to notice the huge increase in vehicles on Norwich's roads and the need to reduce motor transport if Norwich is not to be gridlocked most of the time. Also about 2000, UEA appointed Dawn Dewar as Transport Coordinator, who has done a marvellous job in improving walking and cycling facilities. Seeing all the cycle parking now, and the lockable shelters, it's hard to imagine that 15 years ago UEA only had a few Sheffield racks and not much else, certainly nothing under cover or secure.

Since 2000 of course the Hospital has been built and the Research Park expanded which has increased motor traffic in the area and fortunately cycle use also. Not for nothing is Norwich City Council spending a large amount of money in improving cycle routes in that direction. Meanwhile, the demand for cycle repairs and advice has been growing fast so it's right that UEA can provide the means to help cyclists along.

What of Nigel? Nigel will never retire from recycling bicycles! He's renovating 'Mister 3-Speed' retro bicycles for sale and continues to transport surplus cycles to Africa which he has been doing via Recycle Colchester for some years. With some 20 – 30 bicycles going out every three months or so, I can't help wondering if they were Nigel's bikes going up and down the Spintex Road when I was last in Accra. He's involved in ACRE – Association of Cycle Reuse Enterprises, which has just started up and links bicycle businesses like Bicycle Links (Norwich), Recycle Colchester, the OWL Trust and The Bike Man (Cambridge), the Yard Project (Lowestoft) and NBRC at UEA.

Many of us are ever grateful to Nigel for helping keep our wheels on the road and wish him well with future projects. As for the NBRC, you can take your bike there for repairs but you cannot benefit from lower prices unless you have a campus card.



Nigel Howard



NBRC first anniversary cake

TODAY'S DUTCH TRANSLATION EXERCISE?



means...?



Phyll's Philosophies



In my last Philosophies I wrote about the book 'Roads were not built for Cars' by Carlton Reid. A most interesting book, basically a history of our roads. I see that Carlton

is now preparing another book, 'Bike Boom: the unexpected resurgence in cycling'. He writes: 'The use of bicycles in America and Britain fell off a cliff in the 1950s and 60s, thanks to the rapid rise in car ownership. Urban planners and politicians predicted that cycling would soon wither to nothing, and they did their level best to bring about this extinction by catering only for motorists. And then something strange happened - cycling bounced back, first in America, then in Britain.

Today's global cycling boom, even the one in the Netherlands, has its roots in the early 1970s.' Carlton reckons that cycling in the future has the potential to grow even further, if the right measures are put in place by the politicians and planners of today and tomorrow.

Well, I was at work in the 1950s and used to cycle to my workplaces, and I don't remember any falling-off in the number of commuters doing likewise. At our local firm, Kodak, there was an enormous bike storage facility, and it was always full. There was a small car park for the senior staff, but I don't remember any parking available for the ordinary worker. Maybe they used the local streets.

On moving on to the Central Public Health Laboratory at Colindale I had a 5 mile cycle commute each way. When I was sent to the laboratory's outpost at Neasden Hospital it was a 7 mile cycle commute each way, most of it on main roads, not too pleasant. I certainly wouldn't want to do these rides today! But it didn't put me off cycling, in fact it was at this time that a colleague, Jean, and I decided to do a cycle tour round East Anglia for our holiday. Jean enjoyed it so much that on her return she joined the local CTC group, through which she met her future husband and has cycled ever since.



So in spite of the popularity of of the car, I don't agree that cycling has ever really been in the doldrums, but it just shows you don't know what's going to happen in the future so should be careful of making, and acting on, predictions.

*

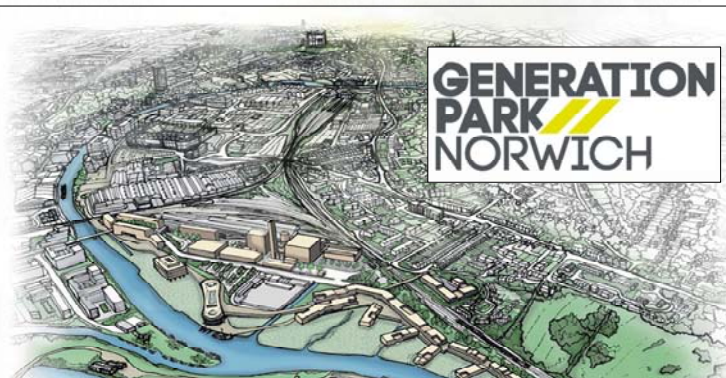
I have always been a keen dressmaker and patchwork quilt maker so have been watching the TV series 'The Great British Sewing Bee', now in its 3rd series. The latest episode gave the sewers in the competition the task of constructing women's corsets. Victorian women wore corsets to keep their figures in what

they considered to be a desired shape, sometimes so excessive that they had problems breathing, while other bodily functions were compromised, including free movement.

When you think about it now it seems amazing that women went to such lengths, because it was expected and because they considered it made them more attractive. But, once cycling became a popular sport, among women as well as men, in the 1880s, women found their long heavy skirts, tight corsets and heeled tight shoes made healthy exercise virtually impossible. So things changed. The Rational Dress Society, founded by Lady Florence Harberton in 1881, campaigned for 'rational' dress to be worn for cycling - a shorter skirt worn over knickerbockers. There was of course much ribaldry and derision among members of the public, especially men! Some women chose to wear divided skirts or shorter skirts over breeches.

Whichever, things changed for the better and it's amazing that the advent of cycling had the effect of bringing in a more comfortable and appropriate dress code for women.

Phyll Hardie



Tony Clarke shares some concerns...

I attended the presentation at Norwich City Football ground about the proposed "Generation Park" on the site of the former Norwich Power station. This covered all the laudable objectives of the scheme, but conceals facts about the new bridge over the Wensum.

When the proposals for the Deal Ground site the other side of the river were published last year, it was stated "Permission for a cycle and pedestrian link bridge across the River Wensum to the city centre and a road bridge across the River Yare for the site's main "spine road" are also included in the proposals."

However, it appears that the plans for the Generation Park requires the cycle and pedestrian link to be replaced by a swing bridge suitable for 44 tonne HGVs.

At the presentation, a representative let slip that there were plans to close the bridge over the railway line at from Cremorne Lane to the Crown point railway site. This means that all the traffic to and from the Crown Point site will be directed over the new bridge to the Deal Ground site. I was told that the "Generation Park" will produce 700 vehicle movements per day when operating. Like all traffic forecasts produced by promoters this may prove to be grossly underestimated - also, there are no figures available for construction traffic over the five year building period but it must be many HGV movements per day.

The scheme for the straw burning power station states that the fuel pellets will be delivered by rail. However, when the 44 tonne capacity bridge is in position the deliveries can easily be switched to road. So we now may have a major river crossing scheme being concealed behind a smoke screen of publicity stunts and press releases.

<http://generationparknorwich.com>

Where has Virginia got to now?

...this time in
VIETNAM

...where her friends did
a 20km bike ride on the
bank around the Van
Long Nature Reserve.



Virginia works with VSO, and a VSO volunteer helped in setting up of the reserve, which has the largest surviving population of the critically endangered Delacour's langur.



Bikes were hired at the Emeralda Resort, Ninh binh province, North Vietnam for \$ 10US a day. The resort is on the edge of the Van Long Nature Reserve.

The reserve can be visited by bamboo boat, starting at a point 5 minutes from the Resort. 2\$ pp. If the water is low enough, the boat goes through caves.

From *The Independent*, 06.01.15:

Cycling shown to slow signs of ageing

Dressing up in skin-tight Lycra and pounding the highways on a road bike may not sound like the way to age gracefully but scientists have found that older cyclists show fewer signs of ageing compared with non-cyclists.

Cycling – and heavy exercise in general – may be exhausting but it also appears to be the route to Shangri-La or something approximating the fountain of youth, according to one interpretation of the findings.

Scientists who analysed the physiological functions of more than 120 regular cyclists aged between 55 and 79 failed to find any of the obvious signs of ageing that they would normally observe among people of the same age.

The volunteers – 84 men and 41 women – had to be able to cycle 100 km (62 miles) in six and half hours for men and 60km in less than 5.5 hours for women. Smokers, heavy drinkers and those with high blood pressure and other health conditions were automatically excluded.

The super-fit group of elder cyclists were monitored in a laboratory for two days with a battery of tests to measure

their cardiovascular, respiratory, neuromuscular, metabolic, endocrine and cognitive functions – in addition to bone strength and general health and well-being.

The result was that the cyclists as a group showed few of the typical signs of ageing and that it was not possible to make generalisations about the aging process, according to Steve Harridge of King's College London, the senior author of the study published in the *Journal of Physiology*.

Steve Connor



The Gallery



IT'S ALL HAPPENING:
Above and left, the Magdalen Street scheme to provide a contraflow cycle route gets underway



WORTH THE WAIT?
Top and above, the new separate cycle crossing of Chapelfield close to Grapes Hill roundabout

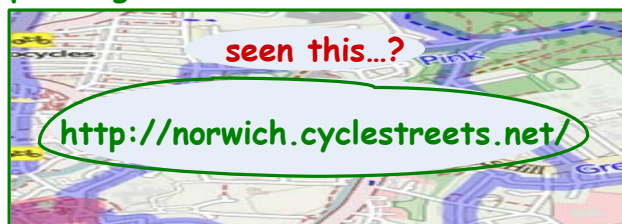


TARMAC ON THE HEATH:
Left, newly-constructed footway cycle path at Gurney Road



USING A TRUNK ROUTE:
Mind how you go down them hills

planning a route...



Contacts and Who's Who



ANNOUNCING THE NEW FACEBOOK PAGE:
<https://www.facebook.com/NorwichCyclingCampaign>

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:

Other committee members:

Hon. Auditor

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

Rotating chair: Jeff Jordan, Virginia Greasley and Christine Wilson

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

Margaret Todd (margaret.todd@btinternet.com)

John Elbro (j.elbro@lineone.net)

Oliver Stretton-Downes (ollystrettondownes@gmail.com)

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: 16 March, 20 April, 18 May 2015 at Charing Cross Centre, 17-19 St John Maddermarket, Norwich NR2 1DN.

!! Deadline for material for Summer newsletter: 29th May 2015 !! Please do contribute something...