Norwich Cycle Campaign
Autumn Newsletter September 2019

Summer is just about over and it's getting near time to dig out the hi-viz and make sure the lights still work.

There have been some developments in cycling infrastructure over the past few months which are worth a mention:

Five Ways Roundabout

Five Ways is on the Earlham Road where it meets Bluebell Road and Earlham Green Lane with Gypsy Lane being the fifth. This area is well served with segregated cycle tracks, albeit shared use. Indeed Bluebell road has one of the first sections of cycle track ever added to an existing road in Norwich, dating from the mid 70's



The original section of cycle track on Bluebell Road

Over the years other segregated tracks have been added, providing safe routes to the Academy school and UEA. The work at Five Ways roundabout ties them all together.

Although there are shortcomings with the design, it's not bad. There are now easy routes around the roundabout with either toucan light controlled crossings nearby or uncontrolled crossings with central reservation islands. Of course, motorised traffic has priority…



Showing the crossing points on Earlham Green Lane

Sadly the running surface is very bumpy and there is no cycle provision heading into the city on Earlham road and cyclists in a hurry will still prefer to use the (very smooth) road. But overall it is an improvement and hopefully will encourage more school kids and university students to cycle.

One feature will cause a problem, the footpath along Earlham Road heading into the city isn't supposed to be a cycle route



No cycling!

Rose Lane

Rose Lane in Norwich city centre has been somewhat improved for people cycling and walking in an attempt to make it less of a traffic sewer and race track. These changes are part of the much reduced proposals for the area that should have included the parallel Prince of Wales Road becoming two-way for buses, taxis and cycles.

Sadly private motor traffic is still to be allowed on Prince of Wales Road and there will continue to be no safe and convenient cycling route from the city centre to the railway station and large parts of Thorpe.

Overall it is certainly an improvement, but as always, there are shortcomings, for example:



The running surface here has a strange camber, it slopes upward to the right making for a strange riding feel, this may be a problem in icy weather. The surface is also badly laid and bumpy yet again. Opposite the Castle Mall entrance the track takes a strange detour avoiding the pedestrian crossing, but taking cyclists into the space used by people waiting to cross the road.



The light controlled crossing at Vedast Street is pretty good, but the left turn onto the main track is very sharp, whereas cars get a gentle merge.

Building successful cycling facilities is all about the detail. Norfolk County Council had committed to using the London Cycle Design Standards because the Department for Transport refuses to produce any. We looked at the detail of what has been built and you can see the results of our survey on the NCC website

Norfolk Police want videos of close pass incidents

If you wear a camera when cycling and record a close pass incident, you can submit it to the police

They want as many video recordings submitted as possible because this helps their work – effectively it expands the size of his team!

Some tips on reporting recordings:

1. Do not post the video on social media as this could mean the prosecution fails
2. Use the form at https://www.norfolk.police.uk/contact-us/report-it/09-dashboard-camera
3. The police can only assess what is seen on the camera so while you may have had a scary close pass it may look different to someone else from the recording. Cameras usually only have the forward view and miss things happening behind and to the side
4. Context is important – don't cut your videos too short. One of the easiest ways to show a driver was acting poorly is to compare them to the other drivers that passed previously
5. Act quickly! If the driver is to be prosecuted they must receive a Notice of Intended Prosecution within 14 days of the incident. In this time you have to submit the video, the police review it, the notice has to be issued and delivered!
6. Although the form states that you may have to attend court and give evidence it is extremely unlikely that this will happen and, unlike TV dramas, people in court will be polite to you!
7. The police will accept recordings of any potential road crime but using a mobile phone isn't likely to be prosecuted because there are too many loopholes – legislation needs to be updated – so don't bother with that. Following too closely behind and being pushed off the road by an on-coming vehicle are also examples of poor driving that could be prosecuted.

Car Free Day on 22 September

We're looking for people to run some free bike-related activities on the day on or around St Peter's Street. Ideally we'd want bike maintenance workshops or similar. We should have the space in front of the Forum as a legally-occupied space, that could be a space for it. Contact Jamie Osborn <jajo.osborn@gmail.com>

Anglia Square Development

The Public Inquiry into Anglia Square development will open in January 2020. Norwich Cycling Campaign are objectors on two grounds: air pollution and cycle routes and will be represented under Rule 6.

The air quality (NO_2) predicted for the site is so bad that the developers have stated that there will be no human habitation on the ground floor and that "mechanical ventilation" will be required at other levels. This ignores the risks of pollution dangerous to cyclists and pedestrians passing through the site as well as people using premises on ground floor.

Cycle Routes

Very little information is available on the detailed design of the cycle routes. The Campaign is seeking a meeting with Weston Homes (the developers) to seek clarification on several issues, including:

- Long term security of access;
- Drain covers running parallel to the routes;
- Trees used as obstacles to "slow down cyclists";
- Intermingling of pedestrians, cyclists, and service vehicles.
- Signage

Tony Clarke has prepared a submission to the Inquiry on behalf of the Campaign which has been presented as our Statement of Case. There is much more work to be done before the Inqury opens. If you would like to get involved contact Tony on 0781 1747890.

Lingwood and Burlingham

The Campaign has been invited to an extraordinary meeting of Lingwood and Burlingham Parish Council on Tuesday 10th September 7.30pm, Lingwood Village Hall Meeting Room.

"Due to Highways England refusing to provide a Cycle link to Acle, a Walk/Cycle/Horse overpass/underpass between Lingwood & North Burlingham and a footway/cycle path on the proposed flyover junction at the White House, Lingwood & Burlingham Parish Council have decided to hold an extraordinary meeting and ask HE along to discuss with us why they have not listened to any of our needs."

We have submitted papers to Highways England on these proposals and we will be represented at this meeting.

NDR

Although the Norwich Northern Distributor Road, A1270, AKA 'Broadland Northway', has been open since April 2018, safety and amenity of cyclists crossing the road or using the "cycle routes" is still a live issue. A Road Safety Audit, which has four stages, is required by law - full information can be found here:

http://www.standardsforhighways.co.uk/ha/standards/dmrb/vol5/section2/GG%20119%20Road%20Safety%20Audit-web.pdf

A member of the Campaign has a Freedom of Information request outstanding with Norfolk County Council asking for copies of the third and fourth stage reports.

As the many issues of cyclists safety and amenity were not properly addressed in the earlier reports, Norwich Cycling Campaign are considering preparing their own Safety Audit Report.

Extinction Rebellion Clean Air Die-in



11.00 to 1300 on the 14th September in Anglia Square

XR Facebook

Norwich Cycling Campaign
September 2019

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