

norwich cycling campaign

Price
25p
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NEWSLETTER

WINTER 1990-91

You're late, boy!

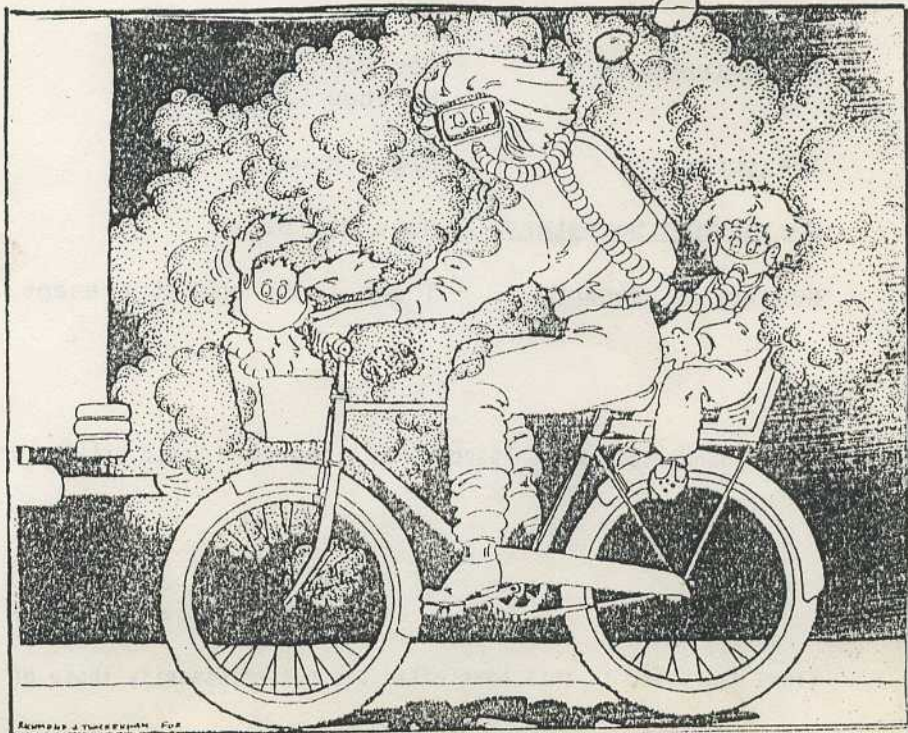
*40 photos
12/11/90*



in Norwich

What would YOU do?

I know what I'd like to do.....

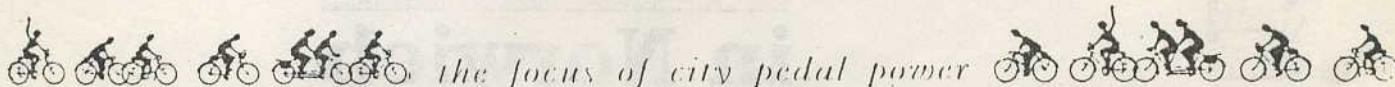


SCOTT J. THORNTON FOR

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Paper made from recycled fibre



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Many thanks to Frances Pearce, Jed Richter and David Willis for their help with word processing.

DISCLAIMER

Views expressed in this newsletter are not necessarily those of the Norwich Cycling Campaign.

Editorial

Hello and welcome to the first newsletter of the Norwich Cycling Campaign.

Since our formation some three months ago we have been busy setting up the nuts and bolts of running a successful long-lasting campaign group. This has been achieved largely by the effects of a few energetic and committed individuals (which is usually the case), but we would like more members to become actively involved if they have the time. We aim ultimately to be recognized as the cycling campaign group for Norwich, and to be one of the major groups in the wider national cycling network.

Living in a city with about 15% of journeys made by bike there seems no reason why we should not achieve this. At the time of writing we have 66 paid-up members with at least another 10 people who have said that they "really must remember to join". As this group includes most of the major activists we won't say anything about it. Yet, financially we are quite healthy at present, with about £200 in the bank, although obviously this will go down quite rapidly once we get stuck into a few major campaigns areas.

The cycle repair workshops are ready to start once we have found suitable premises. If anyone knows of a covered area (eg. courtyard), near the city-centre, please let me know.

Reports have been done on the various transport proposals (NATS, Magdalen St., Proposed Cycle Network, Draft Local Plan) and details of these appear later in the newsletter.

We have also carried out cycle surveys in Magdalen St. (to support our efforts to get improved cycle facilities) which are currently being put into report form for submission to the council.

Cycling has received considerable publicity in the local press recently, and I feel sure that this has more than a little to do with our pressure.

Anyway, that's enough for now. On with the show!

Les Hopkins

BIKE RIDE Sunday April 7th

Everybody welcome. Join us for a leisurely ride through Norfolk's winding country lanes to the south of Norwich.

Meet at the City Hall steps at 10:30, then head out of the city in search of a welcoming pub/village green/play-ground. Bring a picnic or take a chance on a pub-lunch. Home for tea. Suitable for all ages, max. 25miles.



We just haven't the space to reproduce more than these few cuttings from the local press!

Hole truth can be very painful

THERE is an enormous pot hole at the junction of Heigham Road and Dereham Road, apparently left by those who have been installing cable television.

Cycling home the other night, I hit it. My rear light fell off and was broken and my front light was so badly jarred that it no longer works.

My front tyre now has a puncture and my teeth feel as if they have been forced back into my jawbone.

I knew that the hole was there, as I had seen it every night for the past three weeks, but it was impossible to avoid it this time because I was being carved up by some idiot in a hatchback.

Questions for the city council:

● Could I have £15.50 (the cost of a new set of lights) and £9 for a new tyre?

● Why is it beyond you to paint a few lines on the road and call them cycle paths?

● Why cut another swath of tarmac (inner link road) through this car-bedevilled city when you can't keep the acres you've already got in something even approaching adequate repair?

R. Brennan,
Helena Road,
Norwich

Answer is more separate paths

MRS FREEMAN'S letter about pavement cycling raises some important points.

As a campaign group representing cyclists we deplore the actions of an irresponsible minority who cycle on pavements, through subways and other pedestrian areas and we would support any action taken by the authorities to prevent this.

Such anti-social behaviour tends to give all cyclists a bad name, including those who cycle responsibly.

A number of cyclists ride on the pavements simply because they feel the roads are too dangerous, given the congestion or the speed of traffic when moving.

The answer to this is obvious — cycle-only facilities at hazardous junctions and on major roads where there is no alternative "back-street" route.

The location of the incident. Mrs Freeman refers to may well have been on one of the shared use cyclists/pedestrian links in the Melbourne Place area. She asks what would have happened if she had "suddenly turned right".

Unfortunately many pedestrians do make sudden changes of direction when using the shared-use paths, often wandering into the cycle lane without looking — a potential hazard for cyclists and pedestrians.

May I appeal to both cyclists and pedestrians to treat each other with caution when using these facilities. They are perfectly safe if used properly.

Incidentally, "the good old-fashioned bicycle bell" she mentions is only advisory, not compulsory (Highway Code, rule 138). However, all cyclists, I agree, should have some audible warning of approach, especially near pedestrians.

Les Hopkins
Norwich Cycling Campaign,
Stacey Road, Norwich.

Pedal power still rules

THE RECENT observations that "more people now cycle regularly than at any time since the war" may perhaps have been a bit wide of the mark but R.E. Howlett's comment that cycling is in decline is equally awry.

In the years following the war, most people still used the cycle as the predominant means of personal transport.

However, the end of petrol rationing in 1952, the increased affluence of the "you've never had it so good" years, the decimation of local rail services in the Beeching era and the predilection of planners to accommodate motor transport at every opportunity, led to a decline in cycling.

Indeed, by 1970, only 550,000 new cycles were sold compared to 1.6 million in 1935.

It could be argued that, in many ways, the cycle contributed to its own decline.

Being cheap, clean, convenient and needing

no special facilities, it tended (as now) to be ignored by planners in favour of cars which required bigger roads, speed restraint, controlled junctions, parking facilities and accident prevention legislation.

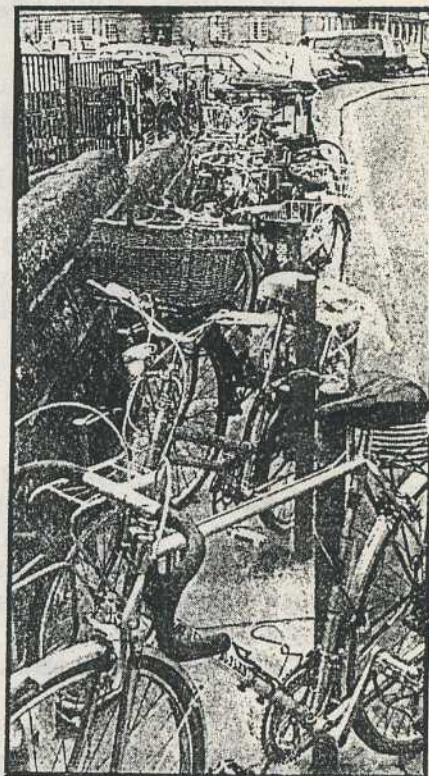
Since 1970, however, the picture has changed. The oil crisis of 1973/4 led to a considerable revival in cycling in this country.

By 1976, sales of new cycles reached 1.1 million (compared with 1.25 million new cars). In 1983, 2,150,000 new cycles were sold.

Between 1974 and 1984, cycle mileage for all journeys rose by 56 per cent.

The picture you printed rather emphasises how use of the cycle reduces congestion in that 41 cyclists are shown taking up less road space than eight cars, most containing just one person.

Les Hopkins,
Norwich Cycling Campaign,
Stacey Road, Norwich.



Busy times in the bike world — and cycle sales are still booming, says a reader.

SCRAPBOOK

We are keeping a scrapbook of newspaper cuttings to do with cycling matters. You may be amazed to know that between June and December 1990 there were 66 items mentioning cycling matters — and that's only in the Eastern Evening News! This just goes to show what a live issue cycling is in Norwich, and we can help to keep it that way if we keep writing! If you take the local (and perhaps also national) papers and feel you'd like to take over responsibility for the scrapbook, please have a word with Matthew Williams.

