

Price

25p

free to members

NEWSLETTER

WINTER 1990-91

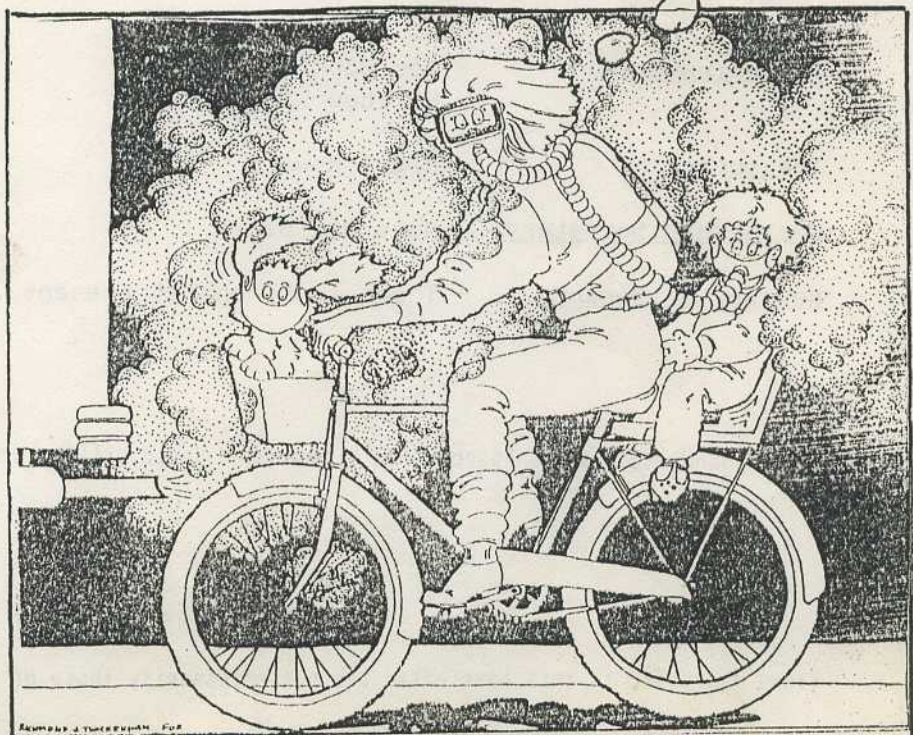
You're late, boy!



in Norwich

What would
YOU do?

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



CONTENTS

	<u>Page</u>
Editorial	3
Hot Metal (news and views from the local press)	4
Bikes on Trains News	5
Magdalen Street	6
Local Lobbying News	7
Plans for 1991	12
Manchester Conference	13
Cycle Campaign Network News	15
Caption Competition	16
Stop Press	16

Paper made from recycled fibre



CONTACT LIST

<u>Co-ordinators</u>	<ul style="list-style-type: none"> - Les Hopkins - Matthew Williams 	Norwich 762722 Norwich 503824
<u>Treasurer</u>	<ul style="list-style-type: none"> - Nigel Howard 	Norwich 502188
<u>Membership Secretary</u>	<ul style="list-style-type: none"> - Hans Hoffbauer 	Norwich 664206
<u>Newsletter Person</u>	<ul style="list-style-type: none"> - There isn't one at present.... 	Could this be you?

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. 25 miles.



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

Hole truth can be very painful

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.

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

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.

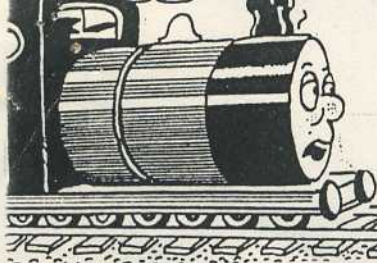
Les Hopkins,
Norwich Cycling Campaign,
Stacey Road, Norwich.



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.



Bikes on Trains News

(or how BR is taking us for a ride!)

For those unfamiliar with the history of bikes on trains, I will begin with a brief chronology.

- Pre 1977 -Bikes carried at half adult fare on most trains.
- 1977 -BR introduced 'Bikes go free' policy. Take-up is phenomenal - Guards vans on some trains (eg in tourist areas) always full of bikes.
- 1985 -BR commission research into bikes on train facility (following pressure from cycling community). Four main conclusions:
- 1) 60% of trips leisure/recreational
 - 2) Commuters taking cycles mainly from groups A,B,or C.
 - 3) Cycle market worth £10million annually to BR
 - 4) Potential further £10million with positive promotion and marketing of facility.

Present day

New rolling stock introduced with limited cycle carrying facilities (often only two bikes per tram). £3 reservation fee payable per single journey on most main-line routes. Total ban on cycles on some routes, restrictions on others.

As can be seen from the above, far from encouraging cyclists, who are essentially a 'captive market' (ie you can't take a bike on a bus or coach), BR seem to be doing all they can to discourage cyclists.

As members of the Cycle Campaign Network, we are represented on the BR Cycle Liaison Group. At the last meeting Intercity announced that there would be a conveyance fee for all their trains from the beginning of the summer timetable (eg. on the Norwich-Liverpool St. line - currently free). The 'good' news is that all their trains will carry at least one bike and some up to twelve (**wow!**).

They are finally managing to sort out their reservations computer - bikes booked for part of a train journey will not block reservations for the rest of the journey. Also, you will be able to book up to a few minutes before departure from your chosen station (I would still advise to book the day before if possible).

Regional Railways is the new name for Provincial Sector (as from 3/12/90). Like IC they also wish to improve services to cyclists but are limited by resources. In some areas (eg. the West Highland Lines) bike capacity has increased, but other routes (eg. Settle - Carlisle) now have Sprinters which means fewer bikes and no tandems. We have been trying to arrange loading tests on the new rolling stock, but BR appear to be rather reluctant.

Finally BR are looking at arrangements for cyclists wishing to join Express services at unstaffed stations, perhaps by telephone credit card booking.

Are there any members who would be interested in forming a local BR Liaison Group? This would perhaps those who work for BR or who make regular use of the bike/train facilities. If you are interested, please get in touch with me and I will pass on all the paperwork and introduce you to our contacts with other groups, local and national.

Les Hopkins

Magdalen St.

Magdalen St. is one of the main traffic corridors into the City, running from Tombland to Magpie Rd. It has been a popular route for cyclists as it is a direct route to the North of the City, is far less busy than Duke St and avoids the roundabouts at St. Crispins and Barrack St.

Last summer the council made it one-way northbound out of the City. This meant that City bound cyclists were forced to use the very busy (and dangerous) roundabouts on the Inner Ring Rd.

Partly following our representations in the consultative process, the Council now have an advisory route into the City Centre, avoiding those roundabouts.

City bound cyclists are recommended to take the following route:
(from Magdalen Rd) Right into Stacy Road (give me a wave!); left into Heath Rd; cross into Edward St. Right onto new cycle path by car park to Bctolph St (at the back of Anglia Sq.). Along Botolph St to St. Crispins, then under subway to HMSO buildings. Left on leaving subway, then right into St. Georges St. Cross over junction with Colegate (take care!) then straight on past Art College. This route will bring you up to the junction with St. Andrews St. by Cinema City. Although this route may appear a little tortuous at first, it is not an unpleasant route and certainly safer than negotiating the roundabout.

In November, our survey teams carried out various counts along Magdalen St to assess usage by rush hour Northbound cyclists and also issued a questionnaire to establish cyclists views. The full results of our survey will be put to the Council when they finally decide whether the one-way system will be permanent. By far the most popular observation from those surveyed was that a cycle lane along Magdalen St was needed. As the Council intend to widen pavements, and as there is a 'pinch-point' at Anglia Sq (by Magdalen Market), a continuous cycle lane may be rather a non-starter, but nevertheless we'll try to negotiate for at least a partial one where cyclists are in the densest traffic. We have also asked for cycle access from Edward St to Cowgate (currently buses only), a controlled crossing at the Heath Rd/Magpie Rd/Edward St junction and adaptations to the barriers on the new cycle path to allow trailers to get through more easily (OK Squirrel?).

Finally, a spin off from the closure of Magdalen St has meant increased congestion along Bull Close Rd in the morning peak. To avoid this, motorists have taken to 'rat-running' along Bull Close and Cowgate. The council are considering a peak-hour ban on right turns from Bull Close Rd to Bull Close. As many cyclists use this route we have written to the Council asking that cyclists be exempted from this ban.

Les Hopkins

LOCAL LOBBYING NEWS

It's easy to get confused between the various different things going on at the moment to which the Norwich Cycling Campaign is having to respond. Our list includes:

1. Norwich City Council's Draft Cycling Strategy and Cycle Network
2. Norwich City Council's Draft Local Plan
3. Norfolk County Council's N.A.T.S. (Norwich Area Transportation Study)
4. Norfolk County Council's Proposed Inner Ring Road Phase III
- (5. Department of Transport's A47 Norwich Southern Bypass)

We've put the last one in brackets because it's technically outside the brief of the Norwich Cycling Campaign (being beyond the city limits) and it's also already under construction. There are of course a number of cycling implications of this new road (such as the closure of the Bramerton Road) and these are being watched by our friends in the local Cyclists Rights group of the Cyclists Touring Club.

1. CYCLING STRATEGY AND CYCLE NETWORK - GRASPING THE NETTLE

The City Council has proposed a 'Cycle Network' and it was agreed at their May 1990 Planning Committee meeting that the public should be invited to comment. This network was based on a 'Safe Routes to School' project using information collated from City high school pupils in Autumn 1989. A draft 'Cycling Strategy' has also been circulated dated August 1990. You may have got hold of a copy of a questionnaire which was distributed by the City Planning Department (in a rather limited way) in the late Summer - this was an attempt to collect data on adult cyclists rather than just schoolchildren. The questionnaire referred to a detailed map of the city of which we have a copy.

EEN 16/6/90

City idea to boost safer cycling

GREEN commuters who tackle city traffic on their bikes could soon get a helping hand thanks to plans for a new Norwich cycle network.

More cycle lanes, specially sign-posted routes and city-centre bike-parking facilities are all part of a Norwich City Council strategy aimed at encouraging more people to get on their bikes, and making life safer for the thousands who already do.

And if the planning committee approves the draft plans on Thursday

the first stages could be implemented early next year.

A report to go before the planning committee points out that cycling is a major form of transport in Norwich — 13 per cent of local residents regularly cycle to work compared with a national average of just four per cent.

City planning officer Mr Brian Smith says in his report that facilities should be extended so everyone can enjoy "safe, uninhibited cycling."

As our response to the latest survey we put together a ten page report entitled 'Grasping the Nettle' commenting in both a general and specific way on the draft proposals. Our overall view is that the Cycling Strategy is satisfactory as a statement of intent. We support the concept of a Cycle Network with some qualifications, and pointed out some crazy routes shown on the map (e.g. Gas Hill!). We also express concern at the open-ended timescale for implementation and encourage the council to grasp the nettle now.

Copies of the report are of course available for inspection by interested members.

2. DRAFT LOCAL PLAN

The City Council has also produced a 'local plan' which is supposed to be 'a framework to manage change in the 1990s'. It is essentially a list of policies on housing, employment, leisure, shopping and so on. Amongst a total of 45 transport policies, we find the section on cyclists reproduced here.

We have written to the council making a point by point response to all of the transport policies from the cyclist's point of view.

top of
page 9

Cyclists

Cycling represented 13% of journeys to work in 1981. It is an energy-efficient and healthy means of transport used by many of the most vulnerable groups (e.g. school children). New cycling facilities have been provided but there is still an accident problem either where they are incomplete (e.g. at junctions) or where there is no physical segregation (e.g. on-road cycle lanes). The Council will continue its commitment to improving cycle facilities and safety through the development of the 'Loop System' and through Area Plans.

T38 THE COUNCIL WILL PROMOTE AND DEVELOP A STRATEGIC NETWORK OF ORBITAL AND RADIAL CYCLE ROUTES LINKING RESIDENTIAL AREAS WITH WORK, SCHOOL, SHOPPING AND THE CENTRE AND PROVIDING OPPORTUNITIES FOR INFORMAL RECREATION. THIS NETWORK WILL FORM THE BASIS FOR CYCLE IMPROVEMENT SCHEMES TO BE PROGRESSED AS PART OF AREA PLANS, ACCIDENT REMEDIAL SCHEMES AND THE LOOP SYSTEM IN THE CENTRE. PARTICULAR EMPHASIS WILL BE PLACED UPON THE DEVELOPMENT OF SAFE ROUTES TO SCHOOLS AND OTHER COMMUNITY FACILITIES.

T39 IN DESIGNING SAFE CYCLING ROUTES PARTICULAR ATTENTION WILL BE GIVEN TO PROVIDING SEGREGATED ROUTES WHERE POSSIBLE AND ENSURING SAFE CROSSING POINTS.

T40 THE COUNCIL WILL LOBBY BRITISH RAIL TO IMPROVE PROVISION FOR CYCLISTS



3. N. A. T. S.

N.A.T.S. which way ahead for transport in the Norwich area?

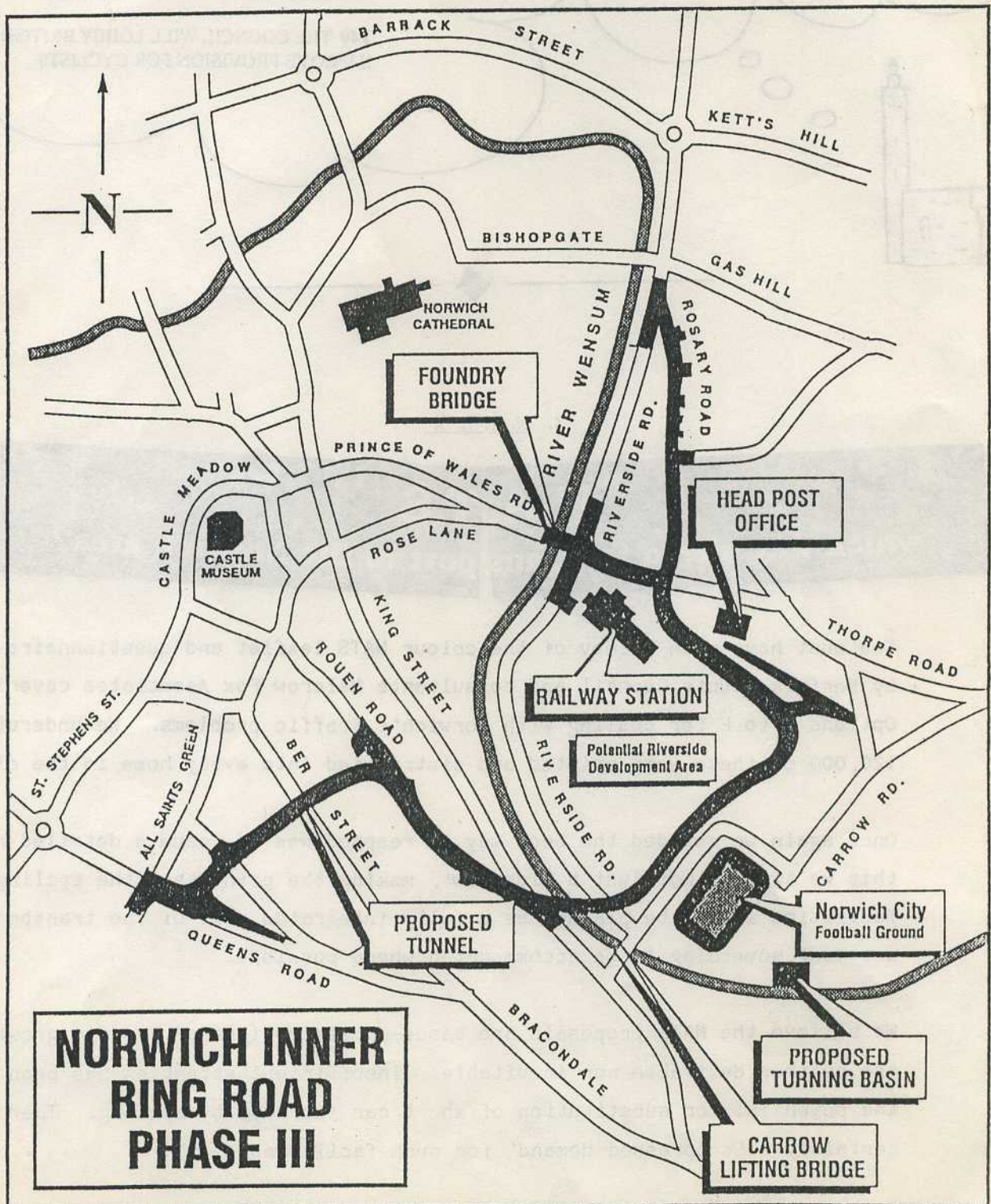
You must have seen a copy of the colour NATS leaflet and questionnaire produced by Norfolk County Council and consultants Halcrow Fox Associates covering Options A to E for dealing with Norwich's traffic problems. We understand 120,000 of these were printed and distributed into every home in the city!

Once again we decided the best way to respond was to issue a detailed report and this we titled 'Not Just a Sideshow', making the point that the cycling facilities should be planned as a fully integrated part of the transport system, not just something to be accommodated where possible.

We believe the NATS proposals are based on assumptions of traffic growth which are neither desirable nor inevitable. Insufficient attention has been given to the potential for substitution of short car journeys by cycling. There is certainly a 'suppressed demand' for such facilities.

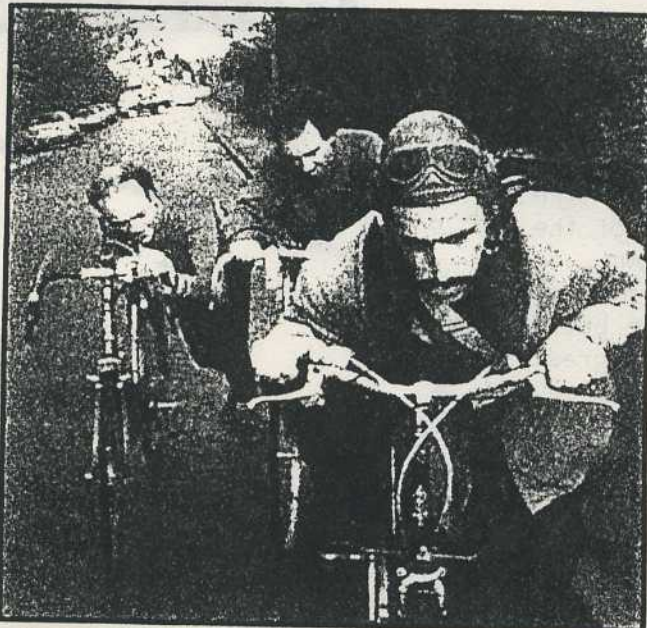
Since producing our report we have had sight of 'A Review of the Norwich Area Transportation Study' undertaken by the Metropolitan Transport Research Unit (MTRU), a firm of consultants commissioned by the Norwich Road Action Group. This professional report confirms the view that the NATS study is seriously deficient in many key areas, giving unjustified emphasis to a car-based system and playing down the benefits of good public transport.

4. PROPOSED INNER RING ROAD PHASE III



This is a crazy scheme in which it is proposed to spend approximately £38 million of public money ploughing a dual carriageway through historic Norwich - that's about £20,000 per yard, by the way. The justification seems to be to enable the planned Ring-and-Loop system to be introduced but this now appears to be a red herring. Quite apart from the gross misuse of public funds, the planned road would have serious implications for cyclists travelling on both radial and orbital routes. For example, Rosary Road would become one-way with two streams of traffic racing up the hill (and as yet not even a pelican crossing planned), leaving cyclists who presently use this route to get from Thorpe hamlet to Bishop Bridge with no alternative acceptable gradient.

There is strong opposition to the road from schools, residents and other organisations which is uniting under the Norwich Road Action Group (RAG) banner. For our part we have already formally objected to the planning application and also written to the Secretary of State for the Environment requesting a public enquiry. If we can get this there will be a chance the road can be stopped - just one per cent of the planned expenditure would go a long way to getting a decent cycle network for the city!.



Matthew Williams (right), Chris Hull (left) and Paule Meade prove it is tough at the top.

City cyclists to take the strain ^{EDP 20/3/91}

Of all the challenges facing Norwich cyclists, this is the one that gives them nightmares - Gas Hill, the steepest climb in the city.

But the nightmare could become reality.

Norwich Cycling Campaign says the planned inner ring road will put Rosary Road - the only easy cycle route between Thorpe and the city - out of bounds.

That leaves only the more difficult routes - among them, the numbingly steep Gas Hill.

Yesterday, to underline the point, campaign members took their trusty machines to the Hill to prove how tough it is at the top.

Joint campaign co-ordinator Matthew Williams puffed: "Getting up the hill is very difficult, but you could just walk. But coming down would be just too terrifying to comprehend for most cyclists."

Now the group wants City Hall to object to the scheme, and Norfolk County Council to hold a public inquiry.

In fact, City Hall has already earmarked Gas Hill as a route on its draft cycle network.

The only comfort for saddle sore riders that spokesman Tim Anderson could muster was that objections would be looked at by councillors in April.

PLANS FOR 1991

We plan a big push in the Spring to build up the membership and capitalise on the growing disillusionment with the motor car as a means of urban transport. We have already produced a new and smarter-looking membership leaflet to appeal to a wider cross-section of the public.

We intend to get more involved in the nitty-gritty of cycle planning in conjunction with the City Council, and also try to keep existing facilities up to scratch by introducing a card system for you to report and get action on potholes and other hazards.

There will be a number of cycle events and hopefully our repair workshop and cyclist refresher courses will be started..... *with your help.*

MEMBERSHIP DRIVE

One of our important objectives as a campaign is to widen our membership as far as possible. Quite apart from helping our lobbying work, having several hundred members will increase our credibility when dealing with official bodies. We therefore need to ensure that the existence of the Norwich Cycling Campaign is made known to everybody who might have an interest in joining. The way to do this is to spread around the buff-coloured MEMBERSHIP LEAFLETS, produced at great expense to recruit members. If you've already taken a pile of these, don't hide them up - please give them out! If you could distribute, supplies are obtainable from Matthew, Nigel or Les (see p.2).



NEXT ISSUE

- Our successes so far
- Pacific coast by bicycle
- Your news, views & ideas!

We are The first pressure group
in Norwich to campaign
EXCLUSIVELY for
cyclists' rights

**NORWICH
CYCLING
CAMPAIGN**

CYCLE CAMPAIGN NETWORK CONFERENCE

MANCHESTER 13 Oct 90

The Cycle Campaign Network, to which we are affiliated, links up most of the cycle campaign groups around the country (currently over 30). It has a regular mail-out of news, views and comments on issues affecting cyclists and it also holds regular conferences, the most recent of which I attended. The morning session was in lecture-style presentation by the following contributors.

Steve Essex (Manchester City Council) described some of the facilities available to Mancunian cyclists. He advised that the most popular cycle routes were those that were simple, avoided major junctions and took cyclists away from main roads e.g. on disused railway tracks.

Jenny Allwright (Project Officer, Greater Manchester Cycling Project) spoke of the work of her group which was funded as a Community Project until the abolition of the Metropolitan Councils. It now receives funding from the Greater Manchester Authority, the Countryside Commission and various charities. She summed up the aims of the project very concisely - to minimise the dangers and maximise the utility of cycling.

Both answered general queries from 'ordinary' cyclists for example, where to go for a pleasant Sunday ride), as well as holding a library of cycle-related publications for those researching cycling matters. Both of these are things we can and should be doing. Finally Jenny Allwright suggested obtaining funding for the printing of pothole notification cards from insurance companies, in which some success has already been had. Is there any member who would be prepared to contact local insurance companies on our behalf - if so please contact me.

James Towler (formerly of the Transport Users Consultative Committee and currently a key activist for the retention of the Settle/Carlisle railway), spoke on the problems faced by cyclists wishing to take their cycles by train. He re-iterated the point made by Jonathan Porrit recently that since the introduction of Sprinter trains (only two bikes per train - reserved) only 12 cyclists could take their bikes by train between England and Scotland on a winter Sunday. This was brought into sharp relief for me when I realised that if David Earl, representing Cambridge FOE, had happened to catch the same train to Manchester as me when attending the conference, no other cyclists would have been able to use that train for nearly 200 miles. This is clearly a ridiculous state of affairs.

Dr. Dave Davies (ex-Birmingham City Council, currently a private transport consultant), lectured on the problems of cyclists at roundabouts. He described various changes in roundabout design that would alleviate problems (e.g. reducing motorists sight-lines as they approach the roundabout so that they are obliged to slow down). He said that future emphasis should be on maximising safety rather than designing for the quickest possible traffic flow.

Tim Pheby (York City Council) spoke on cycling facilities in pedestrian areas and showed slides of such facilities which have been tried in York. He supplied, for the benefit of campaigners trying to urge their councils to adopt similar schemes, a description of the types of schemes, a bibliography of available literature and the measurement of and construction techniques of such facilities. He pointed out that there were now 400 highly visible cycle racks in the pedestrianised area of York city centre. He said that they had persuaded the Finance Committee to install these after running a 'whole day' video showing large numbers of cyclists finding existing racks constantly full and having to lock their bikes to railings, trees, benches and many other places where they became an obstruction for pedestrians, especially the blind and partially sighted.

The final contributor in the morning was David Groome (Manchester University) who spoke on Recreational and Countryside strategies for cycling. The excellent paper he delivered on this subject will be included in a later newsletter.

After a seemingly never-ending lunch (somebody had obviously told the cooks that cyclists have large appetites) the afternoon session eventually started. This was a series of workshops on various subjects of which I managed to attend two. The first was chaired by Hugh McIntock (Nottingham University) who showed slides and led discussion on Traffic Calming measures in Nottingham. I was pleased to be able to report that many of the examples he showed have been installed on the West Earham estate and have had a significant effect on slowing down traffic.

The other workshop I attended was on the subject of motorists and cyclist attitudes hosted by Liz Speed, who had researched this subject extensively. This was a nice session to finish the day with as it gave those who took part an opportunity to 'slag off' motorists, often humorously, without having to afford said motorists right of reply. Some positive points did emerge however, from a rather rambling discussion, especially the need to keep a vigilant eye on motor advertising and screaming like dingbats to the Advertising Standards Authority about adverts that promote speed and power rather than safety and environmental considerations.

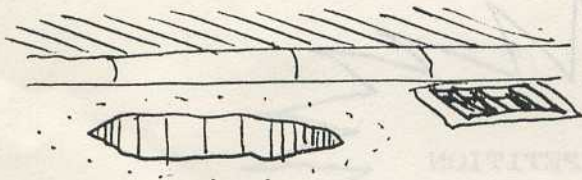
The final speaker was Don Mat hew (whose qualifications as a cycle campaigner are too extensive to list here) who talked, ebulliently as usual, on National lobbying and future directions in campaigning. He described the ten priority areas that cycle campaigns should lobby for i.e:

1. Good traffic calming (not just 'humps and bumps').
2. More research on key issues affecting cyclists.
3. Adoption of the North Report (more on than in future newsletters).
4. Urging Parliament to put the Horne Report into legislation (this deals with road maintenance and will replace the now out-dated Public Utilities and Street Works Act of 1950), currently being debated in the Lords.
5. A general reduction in speed limits, both for safety and environmental reasons.
6. A recognition of and provision for cyclists' needs in local council's Transport Policy and Programmes documents.
7. Town and Country Recreational Cycling.
8. Altering the assessment criteria in road design and construction toward safety rather than time savings.
9. Exploding the popular myths on transport matters (more roads will solve congestion etc.).
10. That an increase in cycling should not mean an increase in accidents, by the provision of safe cycle facilities.

For those of you who like statistics here are three that emerged at the conference.

1. In London 10% of all rush hour car journeys are school trips - often because the roads are considered too dangerous by parents to let their children cycle.
2. The introduction of Traffic Calming has resulted in up to 50% accident savings in some parts of the country (because of reduced speeds accidents are less serious, thus using less NHS resources and facilities).
3. In Oxford the introduction of comprehensive cycle facilities has meant that motor traffic remains at 1970 levels, unlike virtually every other city in the country.

Les Hopkins.



Potholes

Potholes, and other similar road surface defects are a perennial problem for cyclists, especially on dimly lit streets at night or near busy junctions. Recent correspondence between ourselves and the Council regarding the state of the carriageway on Unthank Rd has shown us that what a cyclist considers a dangerous pothole is not thought quite so dangerous by the Council as they prioritize repairs on the basis of a mm declination from the level; ie once it becomes a danger for cars then the Council fix it, but bikes aren't important.

Hopefully with the passing into law of the Horne Report into the Street Works Bill (which replaces the out-dated Public Utilities & Streetworks Act of 1950) the situation will improve, as councils will be able to charge contractors (who will need to be licensed) if they don't repair the road properly or quickly enough.

However, it will still be essential for the council to be made aware of possible hazards. With this in mind we have produced Pothole Report Card which members can complete and send to the Council. Some are included in this newsletter and others are available from Stacy Rd.

Obviously, potholes etc. which require immediate attention (like ones that eat buses) or defects caused by an accident should be

reported immediately to the police.

Les Hopkins



Meetings



The Norwich Cycle Campaign meets on the second Tuesday each month at the Charing Cross Centre, St. John Maddermarket, Norwich at 7:30pm.

All members are welcome to attend and put their views on cycling matters in an informal atmosphere. We occasionally have guest speakers on topical local matter, and obviously the more people who attend, the greater the input and the better the meeting.

.....
CLASSIFIEDS

! STOLEN ! 31/1/91

From Stacy Rd. Ladies Raleigh Weekender touring bike. 27" wheels, 20" mixte frame, straight alloy handlebars with ATB type gearshifter. 5-sd derailleur gears. Colour-black/grey.

Reward for recovery/ conviction of b***ard that nicked it etc. Phone Les on 762722.

FOR SALE - TRADE BIKE & TRAILER

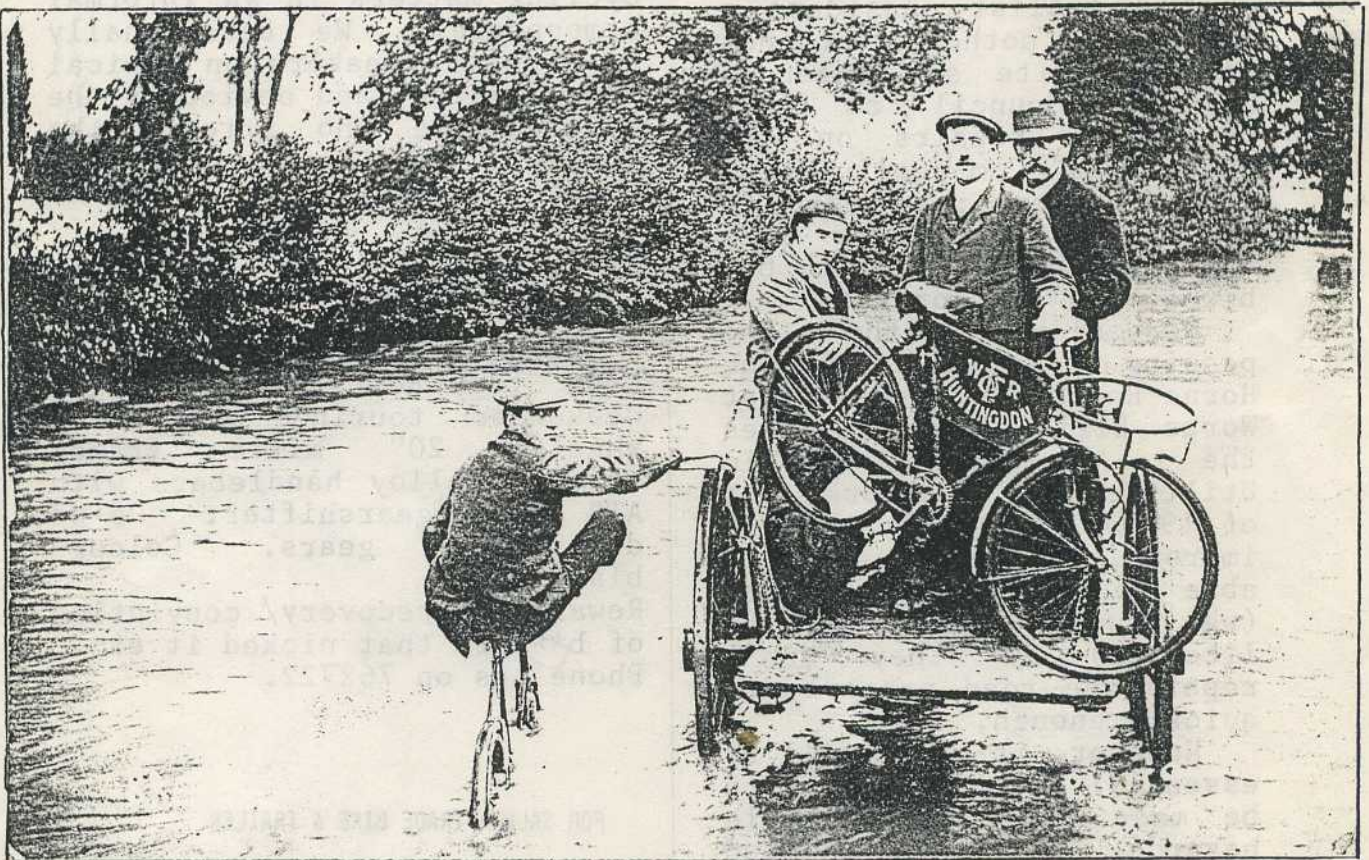
33 x 20 x 20" homebuilt bike trailer & trade bike - 26" rear wheel, small front wheel, large front carrier and stand - child seat - 3-speed Sturmey Archer gears - built-in hub dynamo - lever brakes etc. Full working order but could do with some t.l.c. - owner buying posh bike trailer £40 o.n.o. to a good home (can deliver) Phone Joe Joseph Swanton Morley (96) 638343 any time.

CAPTION COMPETITION

Well, they do it in Punch don't they? This feature may or may not become a regular item depending on availability of suitable cartoons. This one seemed rather appropriate when I discovered it as my postbag was full of stuff about the effects of global warming, British Rail's new cycle carriage facility and the fact that the MP for Huntingdon had just become PM for all of us.

£5 to the sender of the best caption. Entries to me at 36, Stacey Road, Norwich, NR3 1JN, by the end of April, please.

The photo, incidentally, was taken in 1913 and shows the flooding just beyond the Nun's Bridge, near Alconbury Brook in Huntingdonshire. Les



Your caption:

→ STOP PRESS ←

There is an organised gang of bike thieves currently operating in the North Norwich area. Several bikes have been stolen in the Oak Street/Magpie Road area, mostly ladies bikes (my wife's included!) So do make sure your bike is locked to something at all times.