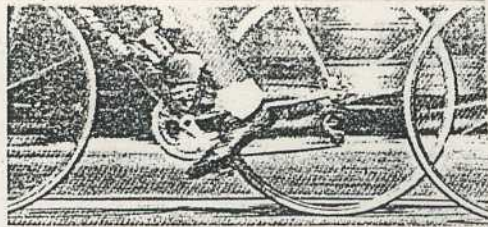


norwich cycling campaign



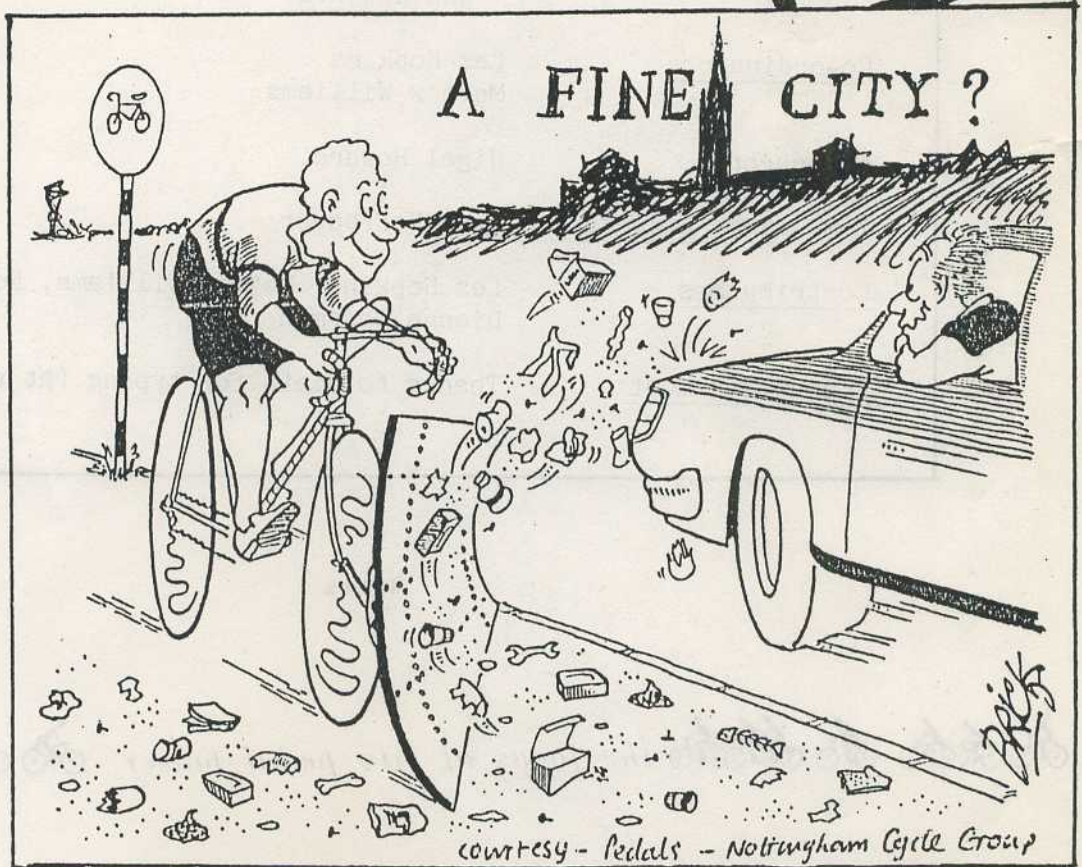
Price
25p
free to members

NEWSLETTER

Autumn 1991

BUMPER EDITION
22 pages!

Inside...
• Campaigns update
• Pacific Coast by bike
• Lots lots more



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

C O N T E N T S

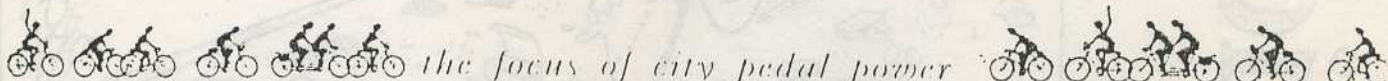
PAGE

Editorial -----	3
Hot Metal ---	4
British Rail News - - - - -	5
Local Lobbying News - - - - -	7
Pacific Coast by Bicycle - - - - -	16
Wensum Valley Walk Campaign - - - - -	8

→ READ ON.....

Contact List

<u>Co-ordinators</u>	Les Hopkins Matthew Williams	Norwich 762722 " 503824
<u>Treasurer</u>	Nigel Howard	" 502188
<u>Membership Secretary</u>	Hans Hoffbauer	" 664206
<u>Contributors</u>	Les Hopkins, Matthew Williams, Roger Hunt, Dianne Sharman	
<u>Acknowledgement</u>	Thanks to Rieta for typing (at very short notice!)	



DISCLAIMER

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

E D I T O R I A L

By the time you read this newsletter, the Norwich Cycling Campaign will be one year old. So how have we done? Our original stated objective was 'to raise the profile of cycling in the city' and to lobby for 'the best possible facilities for cyclists.'

On the area of raising the profile of cycling I sincerely believe we have achieved a considerable amount. Scarcely a week goes by without a letter in the Evening News on some aspect of cycling - the current topics being the subject of cycle helmets and the campaign to save the Wensum Valley cycle path. We have sent speakers to numerous radio 'phone-ins' on cycling, have had several reports of our activities in the local press, and even got a five minute slot on television when 'Look East' did a special focus on cycling in the Eastern Region.

On the lobbying front we have also had qualified success. Over the last year we have quietly but firmly impressed our views on City Council Planning Department and also on individual councillors. The reports we have submitted on various cycle-related subjects have been well received and their professionalism has been acknowledged. Since the campaign started, we have obtained a cycle path between Edward Street and Anglia Square which was the 'missing link' to an advisory route bringing cyclists into the city centre from the Northern suburbs. Several of our recommendations for cyclists' facilities in the Magdalen Street area (eg contraflow lanes) have now been accepted and will eventually be installed.

On the minus side however lies the problem that afflicts so many well-meaning campaign groups. From the heady days of last autumn when we regularly used to get 40 - 50 people at our meetings, putting forward ideas, offering help with various areas of concern, etc, we now have a hard core of about half a dozen people who do most of the work. Given that these half dozen also have other commitments (jobs, families, etc) it means that we cannot be as effective as we would wish. We desperately need more people to become actively involved with everything from doing surveys to helping produce this newsletter. If we could set up various sub-groups within the campaign, each dealing with different areas, we could achieve much more than at present. For example, the cycle repair workshops we ran in Chapelfield Gardens during National Bike Week were an unqualified success. A large number of cyclists were able to have their bikes checked over by knowledgeable cycle mechanics amongst our membership. We would like to organise these on a regular basis (say, once a month) but cannot unless you the membership offer your help.

So, please, if you have any time to spare, please get involved and let us together make this campaign achieve the things it was set up to achieve.

Les Hopkins

* * * * *

—▶ ANNUAL GENERAL MEETING ◀—

Will be held on Thursday 1.10.91 in the Tudor Room at the Charing Cross Centre, St John Maddermarket at 7.30 pm. All members are welcome to attend to review the past year's work and devise a campaign strategy for the coming year.

BE THERE!

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

Partial ban on cars is the real answer

ITY Coroner James Hipwell's tirade against Norwich cyclists does no credit to a public official in his position.

While, certainly there are cyclists, especially among the young and inexperienced, who do cycle irresponsibly, this is by no means a majority as Mr Hipwell's comments imply. As City Coroner he will doubtless be aware of official traffic accident statistics which show that out of all reported accidents involving cyclists it is the motorist who is to blame in, on average, two-thirds of cases. (The last available figures being the Transport and Road Research Laboratory's findings of the mid 80s). In other words, out of 26,561 reported cycl-

ist accidents in 1988 (including 243 fatalities), nearly 18,000 of these were likely to have been caused by an offending motorist, not divinely protected cyclists.

The danger of such comments by someone in Mr Hipwell's position is that it encourages motorists to take even less notice of cyclists than they do at present (ie, "if they've got divine protection then I don't need to look out for them") or that it discourages potential cyclists who perceive that they have little support from official bodies should things go tragically wrong.

The real answer is not to accuse cyclists of being under divine protection nor to accuse

motorists of believing the ownership of a motor vehicle confers a "divine right" to ignore other road users, but to ban all cars (except emergency/service vehicles, residents and disabled orange badge holders) from city centre streets that are not suitable for them and turn such streets over to cyclists and pedestrians.

Now that really would be "divine."

Les Hopkins,
Cycling Campaigner,
Norfolk Friends of the Earth,
Stacy Road,
Norwich.

review 14/6/91 (P.3)

On your bikes!

SEVEN cyclists in Norwich have joined forces to put together nine days of pedal power to mark National Bike Week.

Members of Norwich Cycling Campaign, a local pressure group campaigning for cyclists' rights, and the local branch of the Cyclists' Touring Club are hoping to encourage more people to get on their bikes and join in the fun.

The week which kicks off tomorrow (Saturday), with a free repair workshop plus police postcoding at Chapelfield Gardens from 12-4 pm.

There are also cycle rides organised throughout the week and a public meeting on Monday entitled "Cycling — the way forward" at the Charing Cross Centre at 7.30 pm.

There is also a road safety exhibition in Chapelfield Gardens on Saturday, June 22, plus another cycle postcoding session.

The week is rounded off on Sunday, June 23 when there is to be a round Norwich relay bike ride.

People are also being encouraged to cycle into work or school during the week.

City roads 'too dangerous for young cyclists'

A CITY councillor admitted to "breaking the law" today — by telling her young son to ride his bike on the pavement.

Liberal democrat Mrs Lynda Jennings told the city's planning committee that she feared many roads in Norwich were too dangerous for young cyclists.

"I tell my 11-year-old son to go on the pavement because of the way cars treat cyclists. I know I'm breaking the law but I'd rather have my son alive," she said.

Mrs Jennings' comments came as Labour councillor Mrs Dot Machin made a plea for new cycle lanes in The Avenues.

"The pavements are very wide down here and I don't see why we can't do something quickly rather than wait for our cycling strategy," she commented.

However, planning committee chairman Mr Philip Tolley warned that creating cycle lanes without a cycle network, as in Newmarket Road, could prove to be just as dangerous.

The city council is currently investigating setting up a network of cycle routes in and around the city centre.

EAR 18/10/90 (Thurs) P.5 Colisthall.

M.E. Kauffmann
Manor House,
Colisthall.

I don't mind if speeding motorists kill each other in ever-increasing numbers. In fact, it's nature's way of getting rid of them efficiently. But it's cyclists and pedestrians who need the very real protection of these "obstructions" and long may they increase and prosper.

Helmet plans support young rider training

I HAVE read with interest the various letters in your paper concerning cycle helmets.

The County Council's road safety team has taken positive action by actively promoting a scheme through schools throughout Norfolk encouraging children to consider wearing cycle helmets.

In conjunction with the importers they have offered a "direct buy" system between schools and the importer, ensuring a very competitive price.

The Bil Atlas helmet being offered not only conforms with the Approved British Standards BS 6863 but also to European Standard ISO 9000.

Whilst the wearing of helmets is not a substitute for good safe riding practice and the necessity to make other road users aware of cyclists, helmets may well prevent a serious head injury in the event of a child falling from their machine.

As for the training aspect of young cyclists: the council's road safety team, together with police officers and other voluntary instructors, have trained over 3000 children in the county so far this year.

Colin Morley,
County Road Safety Officer,
County Hall,
Norwich.

GET back on your bike!
That is the message from Norwich organisers of next week's major national cycling campaign.
National Bike Week aims to get rusty cyclists back on two wheels in a bid to keep them fit and cut pollution.
The Norwich Cycling Campaign — set up to fight for

By Louise Zucchi
cyclists' rights — has joined forces with the local Cyclists' Touring Club branch to organise nine days of events around the city.
If your bike has seen better days, there are two "Doctor Bike" sessions at Chapelfield Gardens on Saturdays June 15 and 22 where

experts will be on hand to help you get back on the road.
There are eight organised rides, ending with a grand finale round-Norwich relay, and children will get a chance to pick up road safety tips from police and have their bikes security-postcoded.
Mr Matthew Williams, of Norwich Cycling Campaign, said he hoped the campaign

would encourage people to cycle to work and school.
"A cycle in traffic-choked Norwich is a good, quick viable alternative to cars and buses," he said.
"This is an excellent opportunity for people to get back on their bikes and find out what they have been missing."

AS A cyclist for over 30 years, I agree with A.W. Marlow (Letters, August 12) that ramps in the road are an obstruction to the motorist which should be removed. So should traffic lights, roundabouts, pedestrian crossings and speed limits. All are obstructive to the motorist.

TIME TO CLIMB BACK INTO THE SADDLE