

NORWICH CYCLING CAMPAIGN was set up in Summer 1990 as an independent pressure group concerned exclusively with the promotion of cycling in the city. It lobbies official bodies for better facilities, encourages employers to cater for cyclists and organises various bike-related events. We are a member of the national Cycle Campaigns Network.

**NORWICH  
CYCLING  
CAMPAIGN**

Newsletter No.3 JAN 1992

30p / Free to members

## INTRO

Words, words, words! How about more action? Well, for 1992 we're giving you a shorter newsletter, but hopefully a more frequent one. The idea is to present regular updates on what's going on, in an easily digestible form. Saving our paper and your time. And this year certainly promises to be a full one, with the demand for cycle facilities growing all the time. Have you noticed how many bikes there are in the city these days, even in mid winter? The picture reproduced on this page was taken in the 1950s in an age before private motor cars swamped the city. Could it be that enlightened planning will see a return to bicycle use as the chief form of private urban transport? It will happen, and it is already starting to happen. Further crucial decisions will have to be made in 1992. Our job is to ensure the growth in cycling is matched by real facilities *in the street* - not just for the benefit of cyclists but for Norwich as a whole.

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## MEETINGS

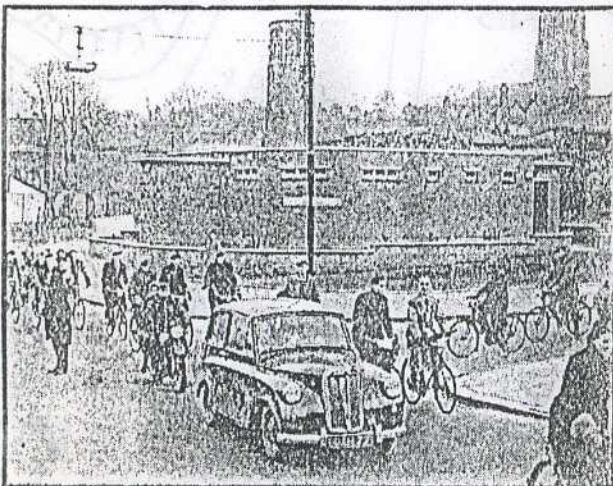
It was decided at our December meeting that our regular monthly meetings would switch from Tuesdays to Wednesdays. Make a note now in your diary that the next meetings are on 19th February, 18th March, and 22nd April, all at 7.30 pm in the Development and Environment Centre, Exchange Street.

- There's plenty to do so please come along.

## SURVEYS

Thanks are due to those members who have been carrying out cycle counts at selected locations around the city. (Apologies to any who kindly volunteered but have still not been contacted!). The idea is to gather information on the actual numbers of cyclists using particular routes (e.g. the Colegate route across Duke Street), or making particular manoeuvres (e.g. crossing from Grove Road to Newmarket Road or vice versa). It involves simple counting onto a form which we provide, usually for a one hour session at a recorded time of day either during or out of school term time; the weather is also noted to see how that influences numbers! The information is useful to reinforce our case for providing cycle facilities, and at present we're concentrating on those places where simple improvement (such as providing dropped kerbs) would make all the difference.

- If you fancy doing the odd hour's survey work please ring Matthew on 503824.



CYCLES were a popular mode of transport along Dereham Road in the 1950s.

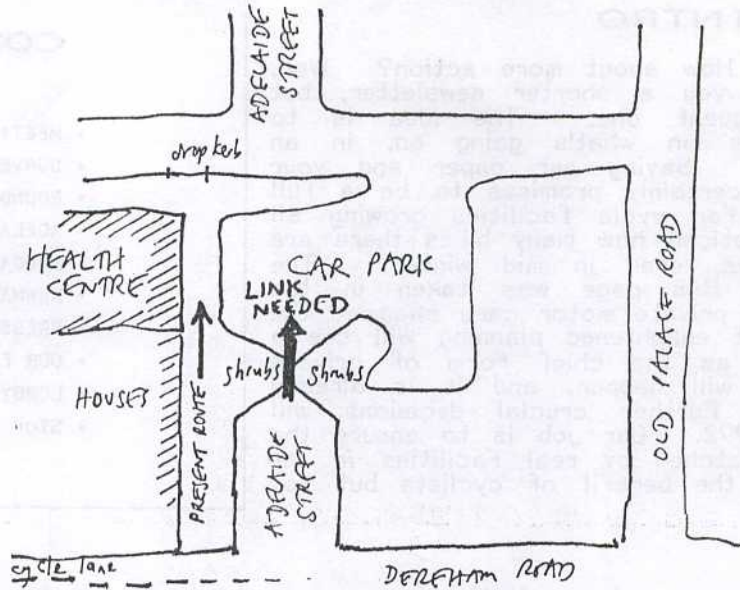
## ROUNDABOUTS

The Cyclists Touring Club have produced a major report on 'Cyclists and Roundabouts' (£6) written and researched by Allott & Lomax Consulting Engineers. It sets out the serious dangers to cyclists that roundabouts pose and the steps that can be taken to improve conditions for cyclists. Action is required in Norwich. Do you alter your route to avoid a roundabout? Have you been involved in an accident or close shave on a roundabout?

- We need someone to look at this problem and take the matter up with the highway authority on our behalf (help available).

## ADELAIDE STREET

One example of a simple improvement needed was suggested by one of our members.



sketch

If only there were cycle access from Dereham Road to the Health Centre car park we would avoid the present conflict between pedestrians and cyclists and provide a much safer link to Heigham Street than Old Palace Road. We have already written to the City Council and will be discussing the matter with the Health Centre team.

- Any similar ideas elsewhere? Ring Matthew on 503824.

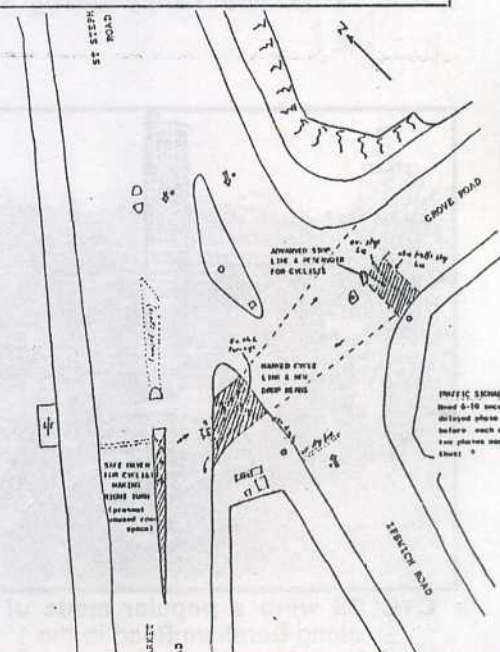
## MAGDALEN STREET

The saga continues. The one-way scheme was first introduced in June 1990, but there have been a number of modifications. We have been consulted by the City Council over their proposed permanent scheme which will involve a contra-flow bus lane (into the city centre) which we understand could be used by cyclists. Unfortunately the colourful public exhibition contained not a single reference to cyclists, although many of us regularly use the street (or so we thought). We have responded, welcoming the south-bound facility for bikes and the speed control measures, but expressing concern over rights of way along the contra-flow lane especially at traffic "choke" locations.

- We'll keep you informed on developments.

## NEWMARKET ROAD - CITY END

Following official consultation over a County Council proposal to introduce a bus lane along parts of Newmarket Road, we brought forward a report we had already planned covering the urgent need for extension of the cycle lane and for a crossing facility. This is to protect citybound cyclists approaching the Brunswick Road junction (anyone using this route will know what we mean!) and to allow them to cross safely to/from Grove Road. Despite the present hazards, our surveys indicate typical cycle flows of 150/hour through this junction, 25 per cent of whom cross to/from Grove Road. We are determined not to let this opportunity go to get decent provision for cyclists at the same time as the bus lane. Part of our sketch proposals are reproduced here.



# Call for stricter review laws

EN  
11/9/91

THIS week the media has revelled in colourful descriptions of the Oxford joy-riders and police attempts to stop them.

Also this week another batch of statistics were released of the numbers killed or injured on the roads, more often than not because of motorists driving too fast.

As a group representing cyclists, the most vulnerable of all road users, we were therefore unimpressed by your motoring correspondent's review of the new Renault 19 16V.

Phrases like "an engine... which really packs a punch accompanied by a positively delicious exhaust note when used to the full" and "handling and road holding which are still well within their limits even when the average driver is on the edge" only serve to promote the immature, macho, "boy racer" image that causes so much carnage.

Accompanied by a picture of Nigel Mansell the review seemed to say "Buy this car and you too can be Nigel Mansell".

Motor advertisers are now censored by the Advertising Standards Authority for promoting speed and power rather than safety and environmental considerations.

Perhaps it is time that motor reviewers should also be censored for comments that are at best childish and at worst downright irresponsible.

Les Hopkins,  
(Co-ordinator),  
Norwich Cycling Campaign,  
Stacy Road, Norwich.

*Editor's Note — Nigel Mansell was pictured since he is used by the firm to promote their cars. The full review pointed out the safe handling of the car and its economy and did not encourage illegal motoring. It is difficult to give driving impressions of high performance cars without pointing out their capabilities — within the law.*

# Long wait for cycle lanes

EN  
21/10/91

CYCLISTS will have to wait at least 10 years for their own network around Norwich, it was claimed today.

But plans for the bike network have been welcomed by the Norwich cycling campaign.

Joint co-ordinator Matthew Williams said he was disappointed by the delay. "The need for comprehensive cycle facilities is now urgent," he said.

"Our surveys suggest many people have taken to bikes this year and even more would ride to work, school or shops if the city was made more cycle-friendly. The environmental benefits would be for everyone, not just for cyclists.

"The national travel survey shows that 50 per cent of all journeys are under two miles long and 75 per cent are under five

miles. We believe that Norwich is a prime candidate for a big explosion of cycle use," said Mr Williams.

City Hall spokesman Tim Anderson said they were also disappointed by the lack of cash.

"But there are restrictions on what we can spend our own money on while there has been a lack of money from Norfolk County Council," he said.

## OUR FINANCES — YEAR ENDING 27th SEPTEMBER 1991

### NORWICH CYCLING CAMPAIGN: INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDING 27th SEPTEMBER 1991.

Debit.	£	p	Credit.	£	p
POSTAGE	38	08	JUMBLE AND STALL RECEIPTS	165	60
JUMBLE AND STALL EXPENSES	42	29	DONATIONS	62	80
HIRE OF ROOM AND VIDEO	151	09	SUBSCRIPTIONS	569	00
CONFERENCE TRAVEL	57	00	COLLECTIONS	12	34
CYCLE CAMPAIGN NETWORK MEMBERSHIP	10	00	DEFICIT FROM ACCUMULATED FUND	XXX	XX
CONFERENCE FEES	4	00			
COSTUME HIRE (GAS HILL STUNT)	2	30			
STATIONERY	60	58			
PRINTING	260	44			
PHOTOCOPYING	145	24			
LORD MAYORS PROCESSION:	XXX	XX			
FEE	25	85			
BANNER	12	00			
INSURANCE	25	00			
	833	87		833	87

### NORWICH CYCLING CAMPAIGN: BALANCE SHEET AT 27th SEPTEMBER 1991.

	£	p		£	p
FIXED ASSETS	36	70	ACCUMULATED FUND	24	13
MAPS	6	70	BALANCE AT 28.9.90	0	00
CITY COUNCIL MINUTES	30	00	SUBTRACT DEFICIT	24	13
CURRENT ASSETS	83	69	CURRENT LIABILITIES	144	52
CASH AT BANK	83	69	UNPAID ROOM HIRE	10	10
			POSTAGE UNPAID	11	00
			EXPENSES UNPAID	123	42
	120	39		120	39

Thanks to our Treasurer Nigel Howard for compiling these figures.

## LOBBYING

Along with Friends of the Earth and Road Action Group, we attended a private meeting with Patrick Thompson (MP Norwich North) on 13th January to discuss Norwich transport issues. He seemed to express almost unreserved support for our Campaign, although he was more guarded when it came to expressing opinions on mass road-building. We will be following up very shortly with a letter and questionnaire about various specific cycling issues.

