

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

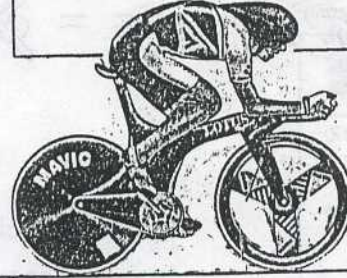
Newsletter No.5 SEPT 1992

### INTRO

"He's not going on about bikes again, is he?" I heard them say, and of course I was. But have you noticed how more and more people are also 'going on' about bikes these days? This is reflected in the swollen thickness of our second year's campaign scrapbook containing scores of newspaper cuttings taken almost exclusively from the local press. If it's not another sponsored bike ride, its a letter about cycle lanes, riding on pavements, or about helmets or bikes on trains. Whatever the opinions, the bicycle can no longer be ignored. When we look back at Summer 1992 I believe we will see it as a turning-point, a watershed, the time when the humble bike finally achieved acceptance in this country as a credible form of transport. Ironically, one event symbolised this arrival in the British consciousness - it wasn't a proper bike and it didn't even happen in this country - it was of course Chris Boardman's record-breaking win at the Barcelona Olympics. Do you know, I think that event may do as much for cycling in Norwich as two, perhaps even three of our epic reports!

### CONTENTS

INTRO	1
MEETINGS	1
LEAFLET SPLURGE	1
ESPERANTO WAY BIKE PARKING	1
BIKES ON TRAINS	2
MAGDALEN STREET	3
NEWMARKET ROAD - CITY END	3
INNER RING ROAD PHASE III	3
AVENUE ROAD STRATEGIC ROUTE	3
NATIONAL CONFERENCE IN NORWICH	4
CYCLE PENNANTS/CYCLE RECYCLE	4
MEMBERSHIP/CONTACT LIST	4



### MEETINGS

We are continuing to hold monthly meetings in a room at the Development and Environment Centre, Exchange Street, normally on the third Wednesday of the month at 7.30 pm. Profuse apologies for any confusion caused by accidentally listing a Tuesday date in the last newsletter. The dates for the next four meetings are 16th September, 21st October, 18th November and 16th December.

- Please come along if you can.

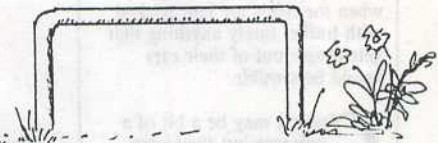
### LEAFLET SPLURGE

On 19th September we would like to do a mass leafletting of city centre cyclists in order to make sure they all know we exist, and thereby to increase our membership.

- If you can do *nothing else* to help, please could you take a handful of leaflets to distribute to bikes and people on that day?  
Available at the Sept 16th meeting or by ringing Matthew or Les.



Lock it  
or lose it!



### ESPERANTO WAY BIKE PARKING

We have put together a detailed submission to the Co-op Care Grants Scheme for funding for upgrading the cycle parking facilities outside the City Library. This is our own initiative, but we have the support of the (hard-up) County Council Director of Arts and Libraries, the City Council Planners, and we have lined up a YMCA action team if we are successful in getting the £1,500 which will pay for 'Sheffield' type racks and construction materials.

▼ The case for helmets?

# BIKES ON TRAINS

British Rail have done it again! Tougher restrictions on carriage of bikes, including outright bans on some local services, were announced by Regional Railways at short notice on 6th July. It was obvious there was a lot of anger about this locally so we organised a protest at Norwich Station the same day: thanks to the 25 cyclists who turned out. The TV/press coverage was very sympathetic, unlike the attitude of the BR management staff on the platform! There was sufficient interest for us to issue a special four-page 'Bikes on Trains Bulletin' to interested cyclists giving background and suggestions for how to progress the campaign through letter-writing etc. We are confident that if enough of us continue the pressure at local level to match the national campaigning, British Rail will soon adopt a more enlightened attitude.

Evening News, Wednesday, 8/7/92

## Evening News

In Norwich since 1882

### British Rail on wrong track

BRITISH Rail has become the whipping boy of modern life, the organisation everyone loves to hate, subjected to jokes by comedians and newspaper stories about the wrong sort of snow.

It reaches the level that it almost becomes possible to feel sorry for the organisation and its hard-pressed employees, whose morale must be affected.

Yet British Rail does not help itself. Back in 1988 cyclists expressed fears that the move to faster sprinter trains would leave less room for cyclists. They were right.

It has been made pretty clear to cyclists that they are not British Rail's favourite customers.

This week's message was blunt — the new generation of sprinter trains have more seats for travellers and therefore less room for cyclists and their inconvenient bikes.

Cycles will be banned completely on certain trains and only two will be allowed on others.

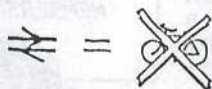
In a rural area, at a time when the roads are jam packed with traffic, surely anything that gets people out of their cars would be sensible.

Cyclists may be a bit of a nuisance but they were surely good paying customers for British Rail who seem to have given them little consideration.

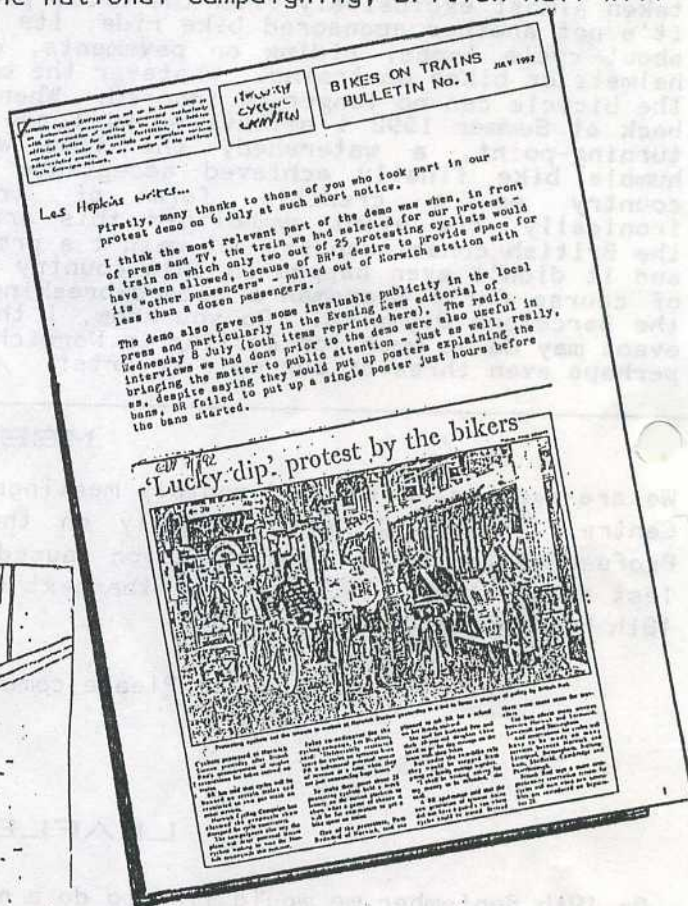
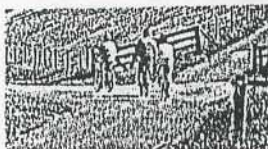
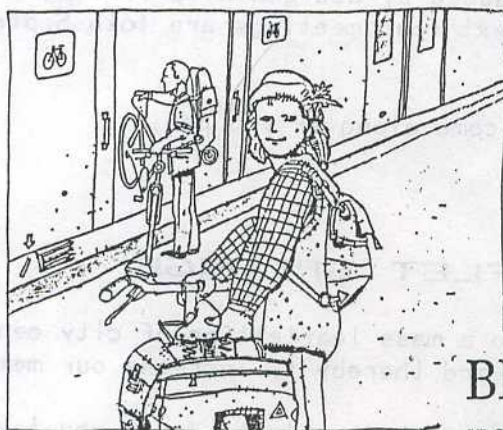
Many of the problems facing our railways relate to the need for massive investment which has clearly paid dividends in many areas.

The future for the railways should be bright, given the environmental pressures on the roads.

However against that background British Rail's attitude to its customers in this case is hardly encouraging.



In the Netherlands  
it's so easy  
... so why not here?



## BR fails so we're off the rails

IRONIC it was that our outing was planned  
To visit the Transport Museum,  
On ordering rail tickets, we were told we've been banned  
And their superiors wouldn't let us see 'em.  
The trouble it seems is we wish to take bikes  
In order to ride from the station,  
Cycling and rail — what the environment likes,  
An unbeatable combination!  
But alas, our rail managers don't see it like that,  
So we went on the bus at more cost.  
As for BR (motto: go there by car)  
That's another four passengers lost.  
Matthew Williams, Amanda Williams, Jeremy Williams (10),  
and Beth Williams (7),

## Bike ban on the wrong lines

THE recently announced bans and restrictions on cycle carriage shows up everything that is wrong with British Rail, from the top down.

At a national level, BR has just announced a loss of £144 million. Its own research in 1985 showed then that the bike market was worth £10 million annually with a potential further £10 million a year with better promotion.

Instead, BR has introduced "modern rolling stock" that can carry only two bikes per train in order to provide space for their other passengers.

What passengers? The train that we used for our protest — which we were told only two out of 25 protesting cyclists could use — left with fewer than 12 passengers.

At a local level, the ban on rush hour cyclists was announced at two working days notice.

Did it not occur to BR that many cycle commuters may have work arrangements based on them catching particular trains; that many may be season-ticket holders?

BR announced that posters would be put up explaining the new arrangements, yet just hours

before the start of the bans not a poster could be seen anywhere!

And finally, when we arrived at Norwich Station to protest, many of us having taken time off work to be there, the attitude of BR staff, in front of press and TV, was officious, flippant and downright insulting with not the slightest recognition that we were frequent users of the rail services.

As you say in your editorial: "British Rail's attitude... is hardly encouraging." Les Hopkins, joint co-ordinator, Norwich Cycling Campaign, Stacy Road, Norwich.

## MAGDALEN STREET

Noticed the new cycle parking yet? Re-kerbing etc. is in progress at the time of writing and we are keeping an eye on things, especially arrangements for cyclists at the Magdalen Road/Magpie Road junction. We have also responded to consultation by the City Council on alternative options for south-bound cycle routes, as cyclists will not be encouraged to use the proposed south-bound contra-flow bus lane. We've already made it clear that it will be almost impossible to stop cyclists using the bus lane.

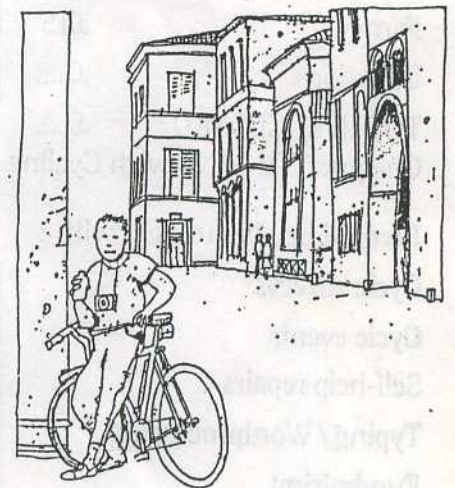
- Thanks to those members who helped try out the suggested alternative routes.

## NEWMARKET ROAD - CITY END

I cannot describe what a long hard battle this has been (MW). The City Council were seemingly supportive but pitifully powerless, the County Council were at first unbelievably short-sighted in their attitude. But determination (and bringing in both MPs) seems at last to have won us a reasonable facility which will complete the in-bound bike lane (and link it to Grove Road) when the bus lanes are installed in January.

## INNER RING ROAD PHASE III

This is the name for Norfolk County Council's daft proposal to build a new section of road from Queens Road through Notre Dame School playground, under Ber Street, down Rouen Road, across King Street and the river, round the back of the station, and connecting to a one-way Riverside Road and Rosary Road. Hardly a 1990s solution to traffic problems, yet despite the understandable uproar from Norwich people, the County is still serious about this! It will take the forthcoming Public Inquiry to get the scheme scrapped. We are therefore presenting evidence under the umbrella of the Road Action Group, to deal specifically with the cycling aspects. It's taking a great deal of desk work to put together our proof of evidence, already a 30 page document (which delayed this newsletter!). In Oxford, it was the rejection of a major road-building scheme in 1973 that led to the authorities adopting a 'Balanced Transport Policy'. This has seen traffic levels stabilised at *below 1973 levels* and cycle flows *more than doubling*. Could the same happen here? We hope the Inner Ring Road will be the County's Road to Damascus!



Please give us your VIEWS!

## AVENUE ROAD STRATEGIC ROUTE

Our report went in to the City Council (and to other interested parties) in early August. We issued a press release and were featured on both Radio Broadland and Radio Norfolk. The 11 page report contains the results of our cycle counts at various points along the route, and gives recommendations for facilities which will benefit not only bike riders, but also pedestrians, residents and other road users. We've come down against the idea of installing off-road cycle tracks along the wide footpaths in the Avenues, preferring to see genuine traffic calming measures which will enable cyclists to feel safe on the highway where they belong.

- Copies are available for 80p from Matthew on Norwich 503824.

