

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.6 JAN 1993

### INTRO

The recent miserable cycling weather has done nothing to dampen our spirits as a campaigning organisation - we've been spurred on by signs that we're now making real headway. Those pedalling through the puddles this winter can look forward to some new cycle facilities in the spring, and there are even brighter times ahead which are sure to bring out the most fair-weather of riders. As a result of sustained national and local campaigning efforts, the coming year will see ever-widening acceptance of the bicycle as a vital element of the urban transport system. This will feed through into decisions made by the planners. So keep pedalling, summer's on the way!

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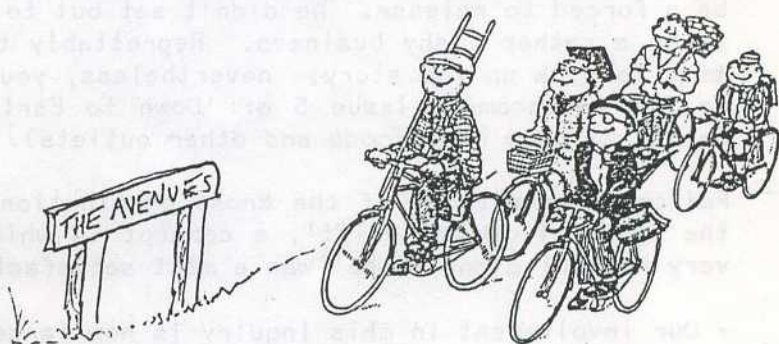
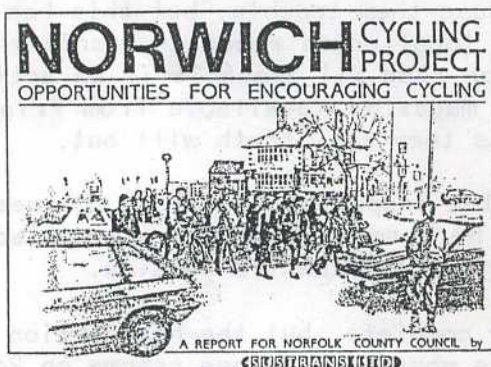
### MEETINGS

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. The first meeting of 1993 is an exception - 27th January - then it goes 17th February, 17th March, 21st April and 19th May.

• Please come along if you can.

### AVENUE ROAD STRATEGIC ROUTE

Things have hotted up on this one, with proposals for cycle facilities along the section of The Avenues between Bluebell Road and Colman Road being considered by the City Council Planning (Outer Area) Sub-Committee in late November. We were subsequently sent drawings and invited to comment. The proposals include an off-road two-way cycle track along the north verge of the Avenues (Options 1 and 2 depending on the detailed design), an on-road cycle lane along the south side of the carriageway, a signalled crossing on Bluebell Road for pedestrians and cyclists, and advanced stop lines at the traffic signals at Colman Road.



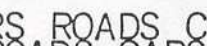
While we're pleased that a start has been made on developing this radial route, we don't think this is the best proposal, (a) because the whole route into the city should be tackled in one go, not piecemeal fashion, and (b) because the proposals do nothing to treat the cause of the hazard - the speed of motor traffic. Off-road tracks are awkward and expensive; we fear that no money would be left for the more tricky sections of the route such as the Avenue Road/Park Lane junction (see Newsletter No.4). Instead, we are backing a campaign by the local councillor for an Option 3 - area-wide traffic calming, as recommended by Sustrans in 1990. To this end, we have delivered leaflets explaining our view to all the residents affected, and requesting them to back our alternative proposals. Many thanks to those who helped with the leafletting.

• Come to a public meeting at Blackdale School on 19th January, 7.30 pm.



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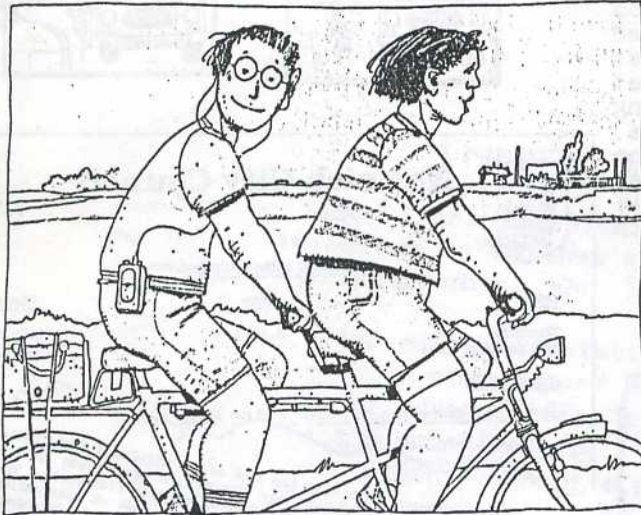
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## NEWMARKET ROAD



Those familiar with this route will have noticed work has started at the city end. Before long there should be a continuation of the inbound cycle route beyond the Eagle P.H. to connect to the bus lane just beyond Brunswick Road. You will also be able to cross to Grove Road and back.

Our attention has now shifted to Phase II of the route, the section of Newmarket Road between Unthank Road (the Eaton end) and the Outer Ring Road. The County Council have proposed a bus and cycle lane inbound between these two points, and also a pedestrian refuge just north of the Sunningdale junction. The Eaton Village Residents Association have been vocal about certain aspects of this scheme, and we were represented at a public meeting on 2nd November. Before making a formal response to the County's proposals we would like to hear you the cyclist with your views.

• Comments please to Matthew (ring 503824 or write) by 6th February at the latest.

## OUR FINANCES

### NORWICH CYCLING CAMPAIGN: INCOME AND EXPENDITURE ACCOUNT FOR YEAR ENDING 27th SEPTEMBER 1992.

DEBIT.	£ p.	CREDIT	£ p.
Postage	7.66	Donations	21.50
Hire of room for meetings	69.65	Subscriptions	488.00
Cycle Campaign Network:			
Conference Travel	35.00		
Membership	10.00		
Cycle Survey Team,			
Travel Expenses	18.40		
Road Action Group membership	3.00		
Wensum Valley Campaign	10.00		
Stationery	55.65		
Printing	39.00		
Telephone Calls	14.00		
Photocopying	133.15		
Accumulated Fund	113.99(1)		
	<u>509.50</u>		<u>509.50</u>

### NORWICH CYCLING CAMPAIGN: BALANCE SHEET AT 27th SEPTEMBER 1992.

FIXED ASSETS	£ p.	ACCUMULATED FUND	£ p.
MAPS	6.70	Balance, 28.9.91	113.99(1)
CITY COUNCIL MINUTES	62.50	Deficit:	24.13(1)
BOOKS	17.00	Surplus, 27.9.92:	138.12 (1)
CURRENT ASSETS	186.16	CURRENT LIABILITIES	158.37
CASH AT BANK	176.16	Unpaid Postage	21.25
ROOM HIRE, Advance Payment	10.00	Unpaid Expenses	137.12
	<u>272.36</u>		<u>272.36</u>

NOTES: (1) Surplus Funds of £138.12 compares to a Deficit of £24.13 one year ago.

• Thanks again to Nigel Howard, our Treasurer, for his book-keeping work.

## CYCLING AND HEALTH



Have you seen this leaflet yet? The British Medical Association have joined forces with the Bicycle Association and mailed these to every clinic and surgery in the country. "Cycling is healthy, both for you as an individual, and for the community you live in. that's the conclusion of the BMA's report 'Cycling: Towards Health and Safety'\*. Regular cycling will improve your fitness and can help you live along and healthy life. Even in the current hostile traffic environment, cycling is more likely to extend your life than shorten it."

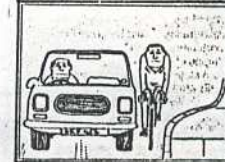
\* Well worth buying, £5.99 from your bookshop

Norwich Health Authority have been in touch with Matthew in his capacity as CTC Cyclists Rights campaigner and invited him to do a short presentation at a workshop/seminar in March on the subject of promoting cycling as part of the Healthy Norfolk 2000 initiative. A number of local authorities will be represented, along with the police and other interested parties. This event is a hopeful sign and a great opportunity to influence local decision-makers. In fact just what the doctors ordered.



## MAGDALEN STREET

The 'improvements' at the northern end are now complete and the southern end is to be commenced during mid January. While there are some features which benefit cyclists we feel very let down that the City Council have no intention of allowing cyclists to use the proposed south-bound bus lane. We have expressed our concern at meetings of the Magdalen Street Working Party, and have at least been promised that the Planning Department will look at how to maintain a link from Colegate to Fishergate.



### Cyclists getting a raw deal

LIKE Mrs C Kirby (Evening News, November 6) many commuters and shoppers must be wondering how councillors came to approve a Magdalen Street scheme which deprives cyclists of their southbound route, even excluding them from the proposed bus lane. Such attempts to discourage

cycling are unlikely to succeed. Sadly, further conflict in Magdalen Street is now inevitable.

The city council could perhaps now clarify its position by voting to delete paragraph 1.1 to 4.7 of their Cycling Strategy, substituting something like:

'Cycling is a problem in that it seriously reduces traffic congestion. New schemes will therefore be designed to inconvenience cyclists whenever the opportunity arises.'

M Williams,  
Christchurch Road,  
Norwich.

EN  
17/11/92

• We'll try to keep you informed of further twists to this tangled tale.



## Norwich City Council

MAGDALEN STREET WORKING PARTY

Date

Thursday  
7th January, 1993

Time

5.30 p.m.

Place

City Hall  
Norwich

### AGENDA

1. Local Government Act, 1972, Section 100(a)(1)

To consider whether to  
making due

Mr. Williams again expressed concern at the lack of a south-bound cycle route in Magdalen Street. He asked whether any thought had been given to the possibility of linking into the cycle route from Colegate to Fishergate. The City Planning Officer said that he hoped to be able to look at alternative provision for cyclists before reporting to Planning Committee in December. He would seek comments from the Norwich Cycling Campaign before the report was finalised.

Ms. Treason asked that consideration should be given to St. Paul's church

## NATIONAL CONFERENCE IN NORWICH LAST OCTOBER

In short, a great success!

We reproduce here a report on the conference which appeared in *New Cyclist* magazine:

membership form

I enclose : (Annual Membership)

Individual (waged) £9 ☐

Individual (unwaged) £4 ☐

Family £15 ☐

Donation £..... ☐

TOTAL ENCLOSED £.....

Cheques/POs to Norwich Cycling Campaign

I would be able to help with :

Cycle surveys ☐

Cycle events ☐

Self-help repairs ☐

Typing / Wordprocessing ☐

Fundraising ☐

Other (please specify).....

Signed Date

Name .....

Address .....

Tel .....

## Getting it all together

One hundred cycle activists gathered in Norwich for the October joint CTC/Cycle Campaign Network conference, writes Don Mathew. The level of debate seemed higher than ever, giving indications of several crucial campaigns on behalf of cycling in the next year.

Dave Davies, from consultants Allott and Lomax, launched the CTC's newest report, *Cyclists and Major Roads*. Despite the importance of major roads and the fact that 60 per cent of cyclist fatalities occur on them, official policy is disgracefully weak in this area. Dave Davies showed that better design, lower speeds, a wider inside lane and attractive alternative routes

Private concerns - will rail privatisation bring in more restrictions for cyclists?



can go some way towards lessening hostile conditions for cyclists. Pat Baxter from Berkshire County Council described her employer's design guidelines for cycle provision on local roads - a document which would be a welcome addition to any cycle campaigner's library. Similarly, the Birmingham Cycle



Project's brief report *Cycling in Parks*, outlined the pros and cons of letting cyclists into these green spaces. The verdict? In appropriate places, parks can offer major opportunities for safe routes.

Colin Graham from the CTC presented the results of a survey of Norwich Union staff travel patterns. Personal health, speed and concern for the environment came out as the top three reasons for cycling to work. Lack of safe cycle routes and dangerous traffic were cited as the main deterrents among non-cyclists.

The vexed issue of bikes on trains was covered extensively, with pledges that cycle groups would work more closely with the Railway Development Society to put forward the consumers' view, especially with the increasingly dubious context of privatisation.

Ways of campaigning were discussed in two more workshops: one led heavily on the eloquence of Matthew Williams of the Norwich Cycling Campaign, the other owed a large debt to the campaign manual of the London Cycling Campaign.

Opportunities discussed for 1993 included: National Bike Week in June, September's international Velo City cycle planning conference in Nottingham, and the campaigning video *Cycles of Benefit* made by the bike industry for the Cyclists' Public Affairs Group.

Co-ordinators:	Les Hopkins	Tel 762722
	Matthew Williams	Tel 503824
Treasurer	Nigel Howard	Tel 502188
Membership Sec.	Hans Hoffbauer	Tel 664206