

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.7 MAY 1993

INTRO

Funny how things change... There we were, this time last year, chewed up with frustration at Norfolk County Council's negative attitude over the Newmarket Road scheme, but hailing as a breakthrough Norwich City Council's decision to appoint a Cycling Officer and start a regular Cycling Forum. And now? Cycle facilities in place at Newmarket Road and the prospect of a cycle-friendly County Council following the local elections. From the City, a decision effectively to ban cyclists from Magdalen Street, and still no Cycling Officer or Forum! We're still here though, working hard to win even more converts to the best means of transport ever invented!

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MEETINGS

We normally meet on the third Wednesday of each month, but as the next meeting falls in a busy National Bike Week, we urge all members instead to visit the 'Wonderful Wheels' event (see enclosed listing) on 16th June. The dates of the next meetings are therefore 21st July, 18th August, 15th September, 20th October and 17th November, at the Charing Cross Centre, St John Maddermarket (note the change of venue), from 7.30 to 9.00 pm.

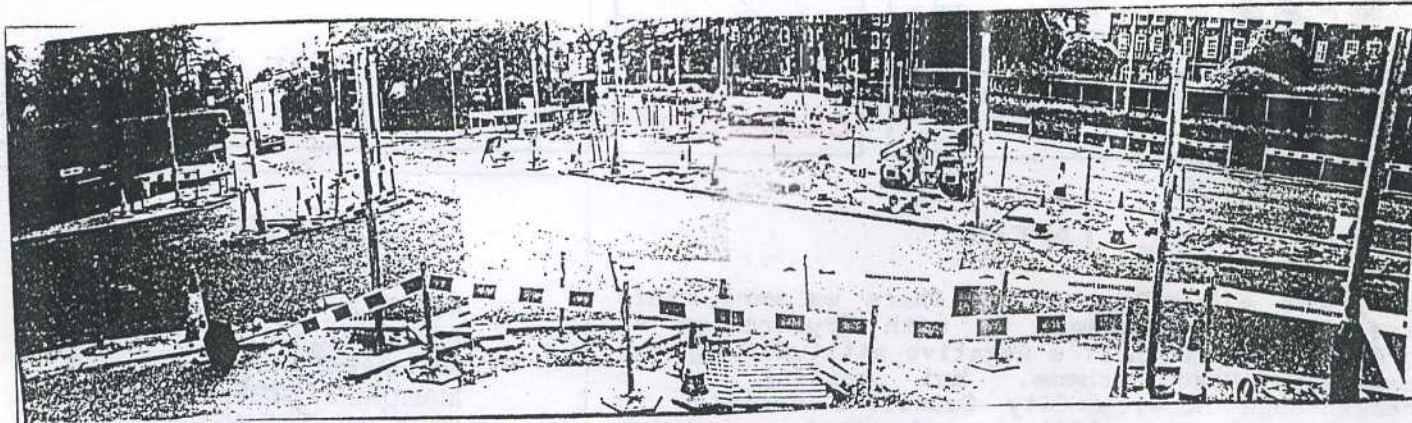
• Please come along if you can.



ARE YOU READY FOR IT?

NATIONAL BIKE WEEK 12-20 JUNE

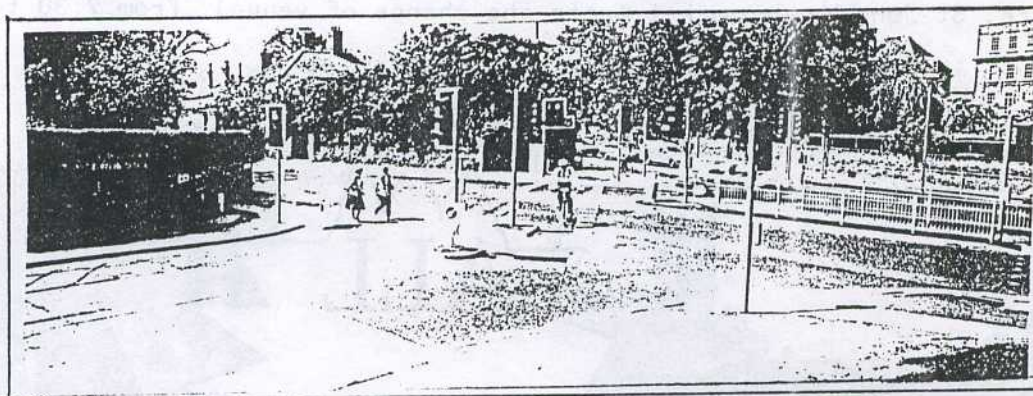
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NEWMARKET ROAD

Regular users of this route will know that the cycle lane/path and special crossing facilities were finally completed in mid May. We can feel proud that little if any of this would have happened at all had we not lobbied continuously throughout 1992. There are still certain aspects of the scheme which could still be improved, and we'd be interested in having your comments for incorporation into a future feedback report to the County Council. We were to have shared in an official opening ceremony on 5th May, but high-ups at County Hall decided to postpone this to avoid politically sensitive election time. Instead we hope to participate in a similar event in the near future (attended by the new County Council leader) when the section of bus/cycle lane outside the Outer Ring Road will also be complete.

- Comments please to Matthew (ring 503824 or write) by 17th June at the latest.



MAGDALEN STREET

In the last newsletter we pledged to keep you informed of further twists to this tangled tale... Well, there may be a contraflow bus lane (opening early July) but are cyclists going to be allowed to use it? At a very late stage we've been told "No", supposedly because the lane is of substandard width, and the City Council's insurers won't cover them for cycling accidents. In other words, they would rather see southbound cyclists flattened attempting to cross the Inner Ring Road at the Duke Street or Whitefriars roundabouts. So from us it has to be a formal objection to the Traffic Order, letters to Patrick Thompson MP, strong words at Magdalen Street Working Party meetings, and we're still fighting hard - preferably for the right to use the bus lane (we're aware that many cyclists will anyway), but failing that for immediate provision of a viable alternate route.

NORWICH City Council
PLANNING DEPARTMENT
CYC (as agreed by)

2.4 Cyclists' needs will be considered during the assessment of all road and junction improvements, traffic management, traffic calming, and new facilities will incorporate existing cyclist desire for a convenient alternative route where appropriate.

PLANNING STRATEGY
Planning Committee on 17th October 1991

assessment and design of all road and junction and environmental improvement schemes. All lines where- ever possible, or include a safe

so much for the policy....



1993 NATIONAL BIKE WEEK IN NORWICH

<u>Date</u>	<u>Event</u>	<u>Organising group</u>	<u>Contact for details</u>
Saturday 12th June	<u>BREAKFAST CYCLE RIDE TO N.WALSHAM</u> (40 miles). Meet 7 am, Heartsease Roundabout	YHA	Phyll Hardie 35547
Sat 12th and Sunday 13th June	<u>CAMPING WEEKEND AT SHADINGFIELD</u>	CTC	Norman 630640
Sunday 13th June	<u>'NO NORTHERN BYPASS' CYCLE RIDE.</u> A protest ride around the possible route of the Northern Bypass, finishing at County Hall. A chance to see what could be lost if it's built. Meet 10 am Barn Road Roundabout (near Halfords).	Norwich Cycling Campaign & Norfolk Friends of the Earth	Les Hopkins 762722
Tuesday 15th June	<u>COUNTRY LANES EVENING RIDE</u> (20 miles). Meet 7 pm Earlharn Road/Ring Road roundabout	CTC	Norman 630640
	<u>NEWCOMERS INVITATION TIME TRIAL</u> (10 miles). Meet 6.45 pm Cromer Road, 1/4 mile north from Newton St Faiths	CTC	Norman 630640
Wednesday 16th June	<u>NATIONAL BIKE TO WORK DAY</u>		
	<u>HALF DAY SOCIAL RIDE</u> Meet 11 am North Walsham Rd/Ring Rd rdbt	CTC	
	<u>EVENING RIDE TO DILHAM (Cross Keys P.H.).</u> Meet 7.30 pm, Fat Cat P.H., Nelson Street.	CTC	
	<u>'WONDERFUL WHEELS' FAMILY EVENT & OPEN EVENING</u> at Catton Grove Community Centre, Jewson Road, Norwich, 5.30 to 8 pm. Stalls, exhibitions, food, bar, an opportunity to meet City Council's new cycling officers	Norwich City Council	Carole Timm 767393
Thursday 17th June	<u>RIDE TO SHOTESHAM.</u> Meet 11 am Earlharn Road/Ring Road rdbt. Home by 3 pm.	CTC	Dennis 55758
Saturday 19th June	<u>DOCTOR BIKE SESSION</u> in Chapelfield Gardens, 11 am to 4 pm. Have your bike checked over by expert mechanics	Norwich Cycling Campaign	Chris Hull 612772
	<u>TEN to FIFTEEN MILE RIDE</u> starting 2.30 pm	CTC/YHA	Frank 665685
Sunday 20th June	<u>RIDE TO LETHERINGSETT.</u> Tea at Buxton Mill. Meet at 9 am, Firs P.H. Cromer Road.	CTC	Alan 410231
	<u>RIDE TO RANWORTH</u> for tea (25 miles). meet at 1.45 pm, Martineau Lane roundabout.	CTC	Christine 0508-88166

OUR LATEST REPORTS

- Grove Road/Brazengate
- Duke Street roundabout
- Bottom of Grapes Hill

There's not much space to tell you about the latest detailed reports we've submitted to the City & County Councils. They were triggered by proposals for accident remedial or other improvement schemes on which we were formally consulted. All three took a considerable amount of research, and in the case of Grapes Hill we did a highly successful survey of over 150 cyclists on two days, handing out questionnaires of which 70 per cent were returned full of useful comments. Many thanks to those members who helped.

- Copies of these reports are available to see if you're interested in what we've said on your behalf.
- Our next projects include the Unthank Road/Christchurch Road junction, Queen Street (Bank Plain to Tombland), and cycle parking at the proposed Norwich Airport park & ride site. Any ideas on these to Matthew a.s.a.p.

PHYLL'S EASY RURAL RIDES

Dear friends

When I go out on my regular cycle rides in the Norfolk countryside I only infrequently meet other cyclists. Yet Norfolk is the perfect county for cycling; it is reasonably flat and has an abundance of pretty little lanes and lovely countryside. Generally, main roads are no problem as there are so many alternatives that a cyclist can use. Did you know, for example, that it is possible to cycle from Norwich to Cromer without using a main road, only crossing over one occasionally?

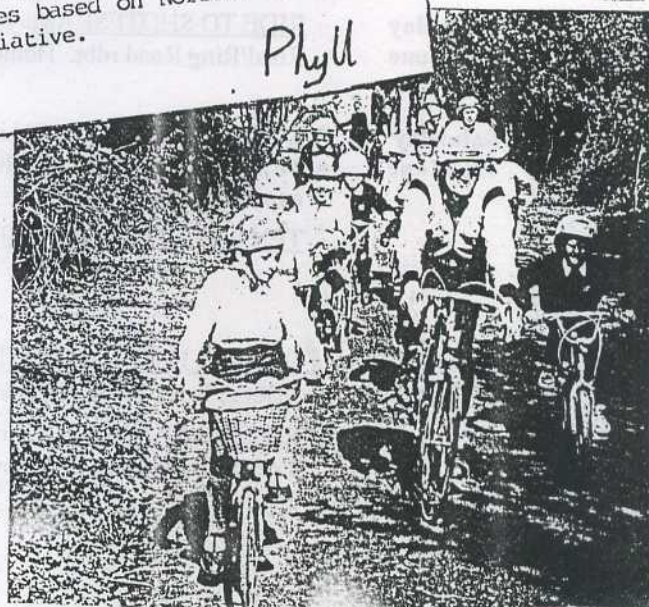
To try and introduce city cyclists to the joys of cycling in the countryside, and to encourage present cycle-owning but non-cycling people to take up this relaxing, enjoyable and healthy alternative to car use, I shall be organising a number of country rides during 1993. These will be short to begin with, no longer than 10 miles - some people will be surprised to find they can manage even this modest distance. My rides will be centred upon Norwich, with a meeting place in Tombland as well as one on the periphery according to the route to be taken. They will be held on a weekday morning, as well as a weekend afternoon, on a regular basis so that as many different circumstances as possible can be catered for. As yet I have not decided on the starting date - sometime in March or April - but rides will be advertised in the local press. *

In the meantime I would like to hear from anyone else in the county who would like to be involved in this idea, either participating in, or leading, rides, or giving mechanical advice to novice cyclists. I would particularly like to hear from anyone willing to lead similar rides based on Norfolk towns other than Norwich, thus making this a county-wide initiative.

Phyll Hardie
Tel: Norwich 35547

P.S. * Now started - going well!

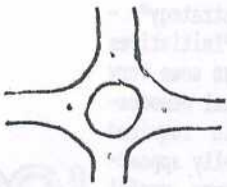
Next ones: Sat 5 June
Meet 2.30pm County Hall rdbt.
and Sat 12 June
Meet 2.30pm County Hall rdbt
Earlham Riverside



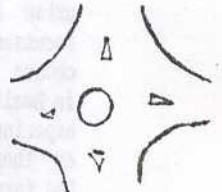
DRAYTON HIGH ROAD

When we last heard, Norfolk County Council was planning to turn Drayton High Road into a fast stretch of dual carriageway. Can you believe it? There are, needless to say, many cycling implications. The design features a 'cycle track' alongside, if you don't mind giving way to heavy traffic at every side turning, and being stuck the wrong side of the road with no crossings. We'd much prefer for a modest sum to be spent on resurfacing the Drayton Railway Path (as urgently recommended by Sustrans) to lead cyclists from Hellesdon and Drayton straight into the heart of the city. County planners have resisted that idea for fear of it proving too popular.

- You can be sure we'll be objecting to the ill-conceived Drayton High Road scheme, as we did with Inner Ring Road Phase III.



DEREHAM ROAD ROUNDABOUT



Don't blame us! We weren't consulted over this road widening scheme which is nearing completion. The first we heard was when the press phoned us up because the plans included....a cycle track! Initial impressions are not good: dismounted cyclists having to dash across the junction at Sweet Briar Road to avoid being squashed by accelerating traffic. [Of course, if the Drayton Railway Path were improved, few cyclists would need to use this junction...]

- Please may we have some considered comments from regular users to pass on - particularly if there are practical modifications which could improve things.

RECENT PRESS CUTTINGS

Some excellent letters from Cycling Campaign members. Keep 'em rolling in!

Cyclists on the right track

I REFER to the recent letter, for the new cycle track...

Adventures of cyclist in the firing line

IT'S a nice sunny evening and I'm in Bull Close (near Magdalen Street) and want to go home to Park Lane on my bike without getting squashed by a car.

The journey starts off fine, down Bull Close, into Cowgate and left into Peacock Street to avoid the one-way Magdalen Street. Up on to the path at the end of Peacock Street (sorry no choice), across the car park, under the flyover, cross Magdalen Street and along the footpath (whoops, a no cycling sign) to Calvert Street.

All clear now, cross Colegate and into St George's Street. Take evasive action as a speeding car bounces over the narrow bridge, the driver quite unaware of me in his line of fire.

Up St Andrew's Hill (a one-way

street the wrong way but never mind), down Bedford Street and the wrong way up Lobster Lane.

Rattle slowly over the unfriendly cobbles of Pottergate and through the bike tunnel (wow, a cycle path!) under the ring road. Up on to the pathway along West Pottergate and then on to the road with a bash as the bike drops down off the kerb.

Over Earlham Road into Mill Hill Road. A car overtakes me at high speed and a man trying to cross the road leaps for safety holding a young child in his arms.

Park Lane and home. Why is it that the only safe parts of my journey involve ignoring one-way streets and no cycling signs?

Derek Williams,
Pembroke Road,
Norwich.

Will be reviewing cycle routes within the inner area as part of the 'ring and lanes', as the Labour city council is committed to encouraging...

Thinking way out of problem

I SHOULD like to add my support to John Peacock's objections to extending car parks.

The UEA has not only good public transport but also a good supply of brains. It must be obvious to both faculty and students that the only way we can cut congestion, pollution and road accidents is to reduce the number of car journeys by getting people on to two wheels, or public transport, or foot.

I submit that the UEA needs not an extended car park but better and more secure cycle parking.
F Lincoln,
Waggon & Horses Lane,
Norwich.

Commitment on cycling? Prove it!

IT IS good to hear from Dot Machin of the city council's commitment to encourage cycling, even when coupled with the familiar tale of a lack of resources.

It is true that the city has waited too long for funds for safe cycling schemes like The Avenues.

Where the city planners have failed is in integrating practical cycling facilities into other traffic schemes.

Magdalen Street is a prime example. It's the loss of a key cycle route. And it's the same with the recent stopping up of Colegate at the Street.

Last year it was left to the Norwich Cycling Campaign to fight for new cycle paths at Newmarket and after the city council accepted the county's original road-widening scheme which contained no provision for cyclists.

Why is it that this much publicised "commitment" seems to achieve so little, unlike other places such as York or even Lowestoft?

Is it the failure to appoint a cycling officer who could influence the planners or could it be because so few councillors actually use bikes themselves?

Wouldn't it be embarrassing if the new-look county council had to complain about city councillors dragging their heels?

Matthew Williams,
Joint Co-ordinator,
Norwich Cycling Campaign.

CTC SPRING PLANNING CONFERENCE

Nigel Howard and Andrew Cannon represented NCC at this one day conference in Leicester, very useful material was collected and good contacts made. The day was organised as formal presentations and a workshop session.

Cllr. Shore of Leicester City Council planned Leicester's green image and it sounded impressive - a commitment to 140km of cycle routes, 150 Sheffield racks, new developments open to the public must have cycle parking, etc. Ian Roberts, Director of the Leicester Environment City charitable trust gave a rousing talk on sustainable city communities, car emissions and "the global collision between the growth-led western lifestyle and the fragility of the Earth's ecosystem". The trust has secured funding of around half a million pounds a year! The Leicester Eco-House sounds well worth a visit.

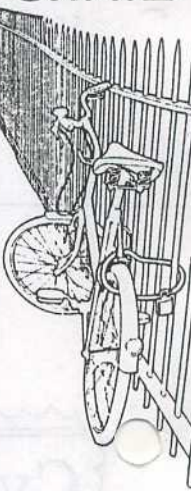
Cycling issues emerged in some progressive talking from a highway authority; James Holden of Leicestershire County Council on their "Transport Choice Strategy" which contains such eye-popping statements as "ending urban road building". They accept that cycling can contribute as a viable alternative to car use and have focussed targets to encourage cycle commuting. Workshop sessions available were "An employers strategy" - chosen by Nigel, "Women and cycling", "Major road enquiries, how to win" - Andrew's choice, and "Initiatives in health promotion". The road enquiries workshop shared hard experience of public enquiries between some very experienced campaigners and the rest of us. Inspiring but at the same time depressing how little real democracy there is in the implementation process. The point was laboured that once a policy that a road is required has formed at national level there is almost nothing that can be done locally to prevent it eventually appearing in some form or other. The political decision for roads as a policy must be influenced. A very useful book on Public Enquiries has been published by CPRE.

Academics Mary Sisson Joshi and Graham Smith spoke on road and junction design and the perceived and real threats to cyclists. The types of threats logged by cyclists in a diary study were interestingly at odds with official statistics, and surveys of objections to cycling suggested that as many of 80% of workers might cycle to work if all objections were demonstrably overcome. The newest traffic engineering concept from Europe was presented: "Counter-intuitive" road design (drivers might use other words!). The idea is to reclaim road space from cars and reduce speeds by introducing uncertainty. One example is reducing drivers' visibility, another is forcing cyclists into the stream of traffic, as "dynamic traffic calming devices". Some raised eyebrows!

Two very interesting reports were launched, "Costing the Benefits of Cycling", to be published by CTC which sounds like a goldmine of hard campaigning facts, and "Breaking Points" which was launched live in person by cycle-friendly Tory MP (yes, they exist) Jonathan Robathan who spoke with disarming candour on the political process as we know it. This report, which documents the disruption to existing rights of way caused by road development, was presented in detail by Mat Beale-Collins of the Metropolitan Transport Research Unit. It was sponsored by CTC but also by The Ramblers and the British Horse Society, it seems we are all three as "NMUs" ("non-motorised users") equally inconvenienced. Norfolk's full of ramblers and riders; should we be talking?

Finally another useful resource was presented - a report and video on pedestrianisation and cycling, showing that cyclists and pedestrians coexist happily. Just knowing of the existence of this kind of resource and where to get our hands on it could give NCC a vital edge in future campaigns - good value for about 35 quid.

LOCK
AND
CHAIN



FIND
AGAIN

The workshop "An employers strategy" was led by Vincent Shacklock, Principal Lecturer in Planning and Conservation, De Montfort University, LEICESTER (D.M.U.). Although D.M.U. is probably the largest trip-generator in Leicestershire, cycle use amongst both staff and students is not significant. The University has commenced a research programme to determine transport preferences of staff and students and to assess ways in which cycling, where it is preferred, may be facilitated. Dr. Shacklock commented that a major incentive to convert staff car parks to other use was the high cost of tarmac and the high space requirement for one car (approx 25 square metres, which equals about 12 bike spaces). Much of the land now used for car parking was high value development land. The wide experience of the workshop members surprised Dr. Shacklock by the suggestion of 10 factors he might consider in pursuing the study. These included:

1. Bulk purchase of 'tailor-made' specialised 'commuter' bikes for sale to students at a discount price.
2. Park and Cycle facilities.
3. Pool bikes for college-to-college travel by University support staff (e.g. Pashley Trade bikes).

One seasoned campaigner went to some lengths to emphasise that the provision of cycle facilities does not necessarily lead to an increase in cycle use; this point was raised by other conference members. Although D.M.U. is an inner city collegiate University, Nigel suggested a useful contact could be made with U.E.A. with special reference to the increased cycle parking facilities currently being installed, the advent of student car parking charges and cycle route construction from U.E.A. to the City.



NORWICH CYCLING CAMPAIGN



A BICYCLE RIDE is announced around the likely route of the **NORWICH NORTHERN BYPASS.**

*Come on the ride and see the areas which would be DESTROYED
if this road were ever built:*

Sunday 13th June 1993
Meet at 10 am, Barn Road Roundabout

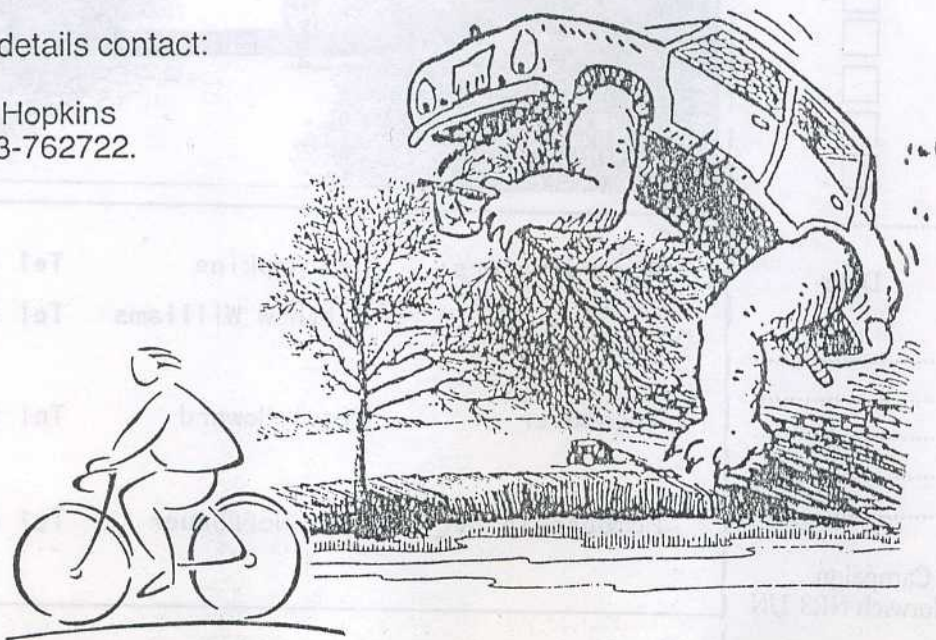
(Distance: about 25 miles)

*The ride will end at COUNTY HALL, Norwich, where riders are invited
to DELIVER A LETTER with their comments and observations, and
to take part in a MASS PHOTOGRAPH spelling out the message
"NO NORTHERN BYPASS FOR NORWICH!"*

*LUNCHEON will be taken at a popular ale house along the route, or you may bring a packed lunch.
In view of slight difficulty of some sections, no unaccompanied children under age 17 please.*

For details contact:

Les Hopkins
0603-762722.



If you would like further
information on the
'Stop the Northern Bypass'
Campaign, please contact:

Norfolk Friends of the Earth
38-40 Exchange Street
Norwich
Tel 0603-625394.

IT'S A VERY BUSY TIME
AHEAD.....



HOVIS

1993

WED 16 JUNE

For The British Diabetic Association

Registered Charity No. 215199

DON'T FORGET!

We need your views for
the next newsletter

HERE'S TO THE FUTURE...



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

Return to : Norwich Cycling Campaign
36 Stacy Road, Norwich NR3 1JN

Co-ordinators: Les Hopkins Tel 762722

Matthew Williams Tel 503824

Treasurer Nigel Howard Tel 502188

Membership Sec. Hans Hoffbauer Tel 664206