

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. 10
March - April 1994

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MEETINGS

are now held in the newly expanded Greenhouse 42-46 Bethel St usually on the third Wednesday on each month at 7.30 - 9.00pm. ie 16th March, 20th April, 18th May, 15th June. Please come if you can, bikes can be secured within the Greenhouse's court yard (behind the wooden gates).

Gridlock key
Thirteen Haarlem
Business School
students made
9,000 guilders
(£2,900) in nine
days running five
pedicabs in
Amsterdam. tg
9/3/94

MESSAGE FROM MATTHEW

I'm very pleased to hand over the job of compiling this Newsletter to Dave Cox. At a recent monthly meeting it was felt that it would be a good thing to increase the frequency of the newsletter, so you as a member can be fed more up-to-date information on what's going on. I know I just couldn't have done that without severely limiting the time I spend on vital campaigning work, i.e. the nitty gritty of initiating and monitoring developments, writing letters/reports and attending meetings.

Having now spent nearly four years doing that kind of thing locally, it's perhaps worth jotting down a few thoughts about how we're doing and where it's going.

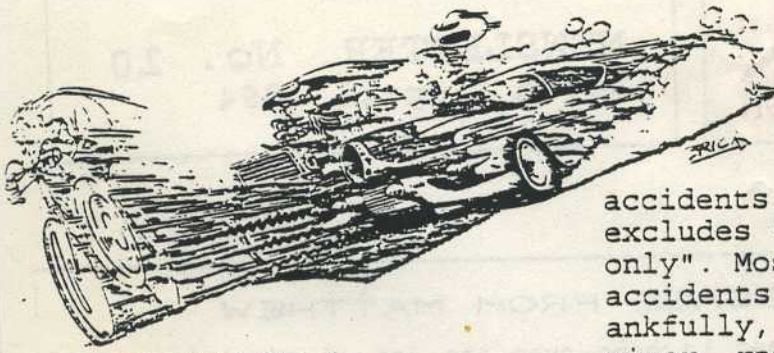
I think we should recognise that the transport world is changing anyway, and happily it is inevitable that there will be an increasing number of cyclists in Norwich in the months and years ahead. The role of Norwich Cycling Campaign is to maximise that number by (a) encouraging people to switch to bikes for their routine local transport needs (or at least, not to give up), and (b) by helping the authorities to plan a more cycle-friendly environment, so that the growth in cycling does not have to mean a growth in conflict between bikes and motor traffic.

These aims might seem pretty obvious, but it's only recently that we've been able to persuade the local authorities that cycling is actually something worth *encouraging*, for all sorts of reasons. We have come across so many officials who treat motoring as the norm and seem to have been trained to regard cycling as essentially a *safety problem*. With that attitude it's not surprising that measures installed to 'protect' cyclists often end up inconveniencing them and ultimately deterring them. 'Cyclists Dismount' signs (paid for out of the cycling budget) are a classic example. Taking this to absurdity, the council could successfully reduce cycle accidents to zero by making the paths and crossings so awkward and delaying that all the cyclists leave their bikes at home and use some other means of transport!

Thankfully, that will never happen, but nevertheless we're determined to promote the idea that convenience is just as important to cyclists as safety.

On the wider transport argument, we must keep on highlighting the true cost of the private motor car, in order to counter a rather commonly-held assumption that it is just another equivalent form of transport. In reality there is just no way a car will ever compete equally with a bicycle (or indeed a bus) when it comes to energy use, exhaust pollution, road space, parking, hazard and so on - it's just too hopelessly inefficient. We all know this, but it's surprising how often it's overlooked. Of course cars have their uses within urban transport, but in an ideal system these would be confined to the disabled and for the conveyance of heavy loads. The tragedy is that many able-bodied people in Norwich are driving short distances to work every day simply because they do not perceive there is any alternative, and/or they do not realise what it is doing to our city. Or to their own health for that matter.

For me and my family the turning point came when we were able to start asking why we should use the car for a particular journey, rather than why we shouldn't. The bike has now taken its rightful place as the normal mode of transport for most trips, and it's great.



**THEATRE ST /
CHAPELFIELD EAST
& "STATS. 19"**

Or, if you're going to have an accident make sure you get injured! Otherwise you are unlikely to appear in any accident statistics. Recently we have had a bit of a scrap with the City Council over their proposed Accident Remedial Scheme for this junction. We felt that their proposals did not take into account cyclists needs and that an opportunity to improve safety at this junction was being wasted. At first we were successful, persuading the Planning Committee to return the proposals to the Planning Dept to have cycle measures considered. Then came the bombshell! At the second meeting, the City Council explained that Accident Remedial Sites were identified only by the number of accidents recorded and that Govt funding is directly tied to this. The only accident statistics that are taken into account are Police statistics recorded on a Stats 19 form. This form records serious

accidents and excludes "damage only". Most cycle accidents are, thankfully, only minor, rarely requiring ambulances or police, with no legal obligation to report them. By the Stats 19 criteria only two cycle accidents have been recorded at this junction, insufficient to release funding for cycle safety features! However N&N Hospital records show that 70% of cycle casualties seen do not appear on police statistics! There is a two-fold significance for cyclists here:- 1) there is a thin line between a minor and serious cycle accident, often by luck, due to the vulnerability of cyclists, even if wearing a helmet.



Therefore minor accidents should and must be recorded in order to demonstrate how dangerous a junction is. 2) If a junction is perceived as being dangerous then cyclists may tend to avoid it, even if it is, in all other

respects, suitable. Theatre St / Chapelfield East is such a junction, linking the designated cycle route: Unthank Rd-Chapelfield Gardens-City centre. So what can we do about it? One idea is to record all cycle accidents ourselves to support our case. A simple accident recording form (like an insurance form) is needed, placed in public buildings, surgeries, hospitals, bike shops etc. If there is a member who could facilitate this and set-up and maintain a database, please let me know: Les Hopkins.



BIKES ON TRAINS
Good news that a new type of Sprinter train (the 515 series) is being developed with space for 9 bikes. A welcome departure from recent BR policy of treating cyclists as lepers!

GILMAN ROAD
The City Council have recently proposed that most of this road (Mousehold Ave to car park) be made cycle/pedestrian

NORWICH CYCLING CAMPAIGN'S ACCOUNTS

ACCOUNT FOR THE YEAR ENDING 27 SEPT 1993
(figures in parentheses are for last year)

Income and expenditure

<u>Debit</u>	£. .p	<u>Credit</u>	£. .p
Meeting Room Hire	84.10	Donations	40.45
Postage	19.94	Subscriptions	553.00
Telephone calls	35.95	Cycle Recycle (v)	38.00
Photocopying	104.12	CTC/CCN Norwich	
Photography (i)	31.18	conference	113.63
Refreshments (Dr Bike)	1.36	Wine sales	12.60
Stationary	21.56	Badge Sales	1.60
Conferences:		BMA report sales	5.99
Leicester (CTC)	27.10		
Bristol (CCN)	74.00		
Velo-City (ii)	100.00		
Norwich (CCN)			
(refreshments)	23.50		
Subscription (CCN)	25.00		
Accumulated fund	217.46		
TOTALS	<u>765.27</u> (509.50)		<u>765.27</u> (509.50)

Balance sheet at 27 September 1993

<u>Fixed Assets</u>		<u>Accumulated Fund</u> (to Income & Expenditure)	
Maps	6.70	Balance (28/9/92)	113.99
City Council minutes	112.90	Surplus (27/9/93)	103.47
Books & Reports (iii)	63.96		(138.12)
Noticeboard	10.00		
Rucksac (iv)	0.00		
SUB TOTALS	<u>193.56</u>		<u>217.46</u>
<u>Current Assets</u>		<u>Current liabilities</u>	
Cash at Bank	138.68	Unpaid expenses	102.52
SUB TOTALS	<u>138.68</u>	Unpaid postage	12.26
			<u>114.78</u>
TOTALS	<u>332.24</u>		<u>332.24</u>

Notes

(i) Film & developing; (ii) Total cost including travel £250.00; (iii) Contact Matthew or Les for a full list; (iv) available on hire for free (loss/damage deposit of £15); (v) Excludes van costs (collection)- accounts for the coming year will include a full financial statement. 10% of the sale price of each bike is donated to the Campaign.

STOP PRESS: VELO-CITY CONFERENCE REPORT

Once the mammoth volume of papers from this conference arrives a report will be produced, hopefully in the next newsletter.

