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CO-ORDINATORS COLUMN

Those of you who attended our inaugural meeting in Oct 1990 may recall that I laid out our vision for five years time.

I said that by 1995 I would want the Cycling Campaign established as *the* prominent cycle group in the city, having forged links with local authorities, public bodies and large local employers. That we would raise the profile of cycling in the media. That we would be a key component in the national cycle network. That we would organise rides, events and stunts. That we would run self-help repair workshops. And finally, that we would have our own city centre premises (rather than what was once my dining room!).

Most of this has been achieved. The final two pieces of this masterplan are about to fall into place.

Thanks to substantial funding from Norwich Union, we will be moving into our new office from January 1st - some ten months ahead of schedule. The office will be on the second floor of the Development and Environment Centre, 38-40 Exchange Street, Norwich. Initially the office will be open on Mondays, Wednesdays and Fridays, expanding to a 5, day opening if sufficient volunteers come forward.

This is a major step for us and a decision which caused considerable agonising. However, the management group felt that this was absolutely the right time to shift up a gear, given the change in attitude to cycling recently. Also, the funding from Norwich Union was a gift from the gods and could not have come at a better time.

A city office will give us much greater prominence and credibility and will be a considerable asset to cyclists in Norwich - with your help (see the Skills Register on the back page of this newsletter).

Finally, the self-help repair workshops will start next spring in the courtyard of the Greenhouse, once building work is completed.

Les Hopkins, November 1994

MEETINGS

The December Meeting will be the AGM and Christmas Party, to be held at the St. Andrews Tavern (see page 5 for details)

From **JANUARY**, meetings will be held in our **NEW** office at the Development & Environment Centre, 38-40 Exchange St. at 7-30 pm on the 3rd Wednesday of each month. All members are welcome to attend.

NEXT MEETINGS

- 14th December - AGM
- 16th January
- 15th February
- 15th March

I TELL YOU, ALL THAT
CYCLING WILL BE THE
DEATH OF YOU, DAD...



£250m cycle link is set to boost tourism

by Mark Langlands

THE 5000-MILE NATIONAL CYCLE NETWORK



TOURISM in Norwich will get a massive boost if a £250 million plan to link the city into a national cycle network goes ahead, it was claimed today.

And the routes — which would make Norwich an attractive destination for holiday cyclists from Europe — could be funded by cash from the National Lottery.

Pro-cycle campaigners say the city is an ideal spot for cycling holidaymakers because of its low rainfall and gently rolling countryside nearby.

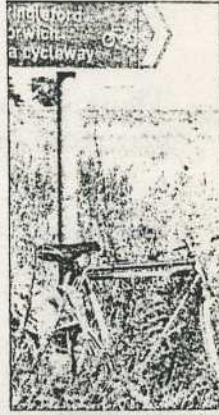
But more work must be done on schemes like the traffic-free Wensum Valley path, running from the Barn Road roundabout to Drayton, where work should start before April.

The 5000-mile network unveiled yesterday is being proposed by Sustrans, a charity which designs and builds traffic-free cycle routes.

It would convert paths, disused railway lines and minor roads into cycleways and give cyclists protection on city streets.

Top priority is a 1000-mile Dover to Inverness route, but there are also plans for Norwich Harwich and Norwich King's Lynn links.

■ What do you think? Send your views on this and any other story to The Editor, Evening News, Prospect House, Rouen Road, Norwich, NR1 1RE



Les Hopkins, co-ordinator of the Norwich Cycling Campaign, says a change in attitude to pedal power at Norfolk County Council is already bringing benefits to a growing army of cyclists in Norwich.

He said: "In a region like East Anglia there are considerable opportunities for tourism. A lot more people would come here for holidays on their bikes if the facilities were right."

"A network of major

routes into the county emanating from Norwich would open up the county to cyclists in the same way that railways did in the 1820s.

"The climate and topography here is ideal for cycling. Cycling is growing in popularity all the time and if there is cash from the National Lottery available we should take advantage of it."

Sustrans spokesman John Grimshaw compiled a 100-page report on cycling in Norfolk five years ago and some of his proposals are now being looked at seriously.

He claims the entire national network could be completed for the cost of one month's spending on roads.

He said: "We are suggesting a route from Norwich to Ipswich and Harwich so that visitors from abroad can travel in confidence and safety. The spin-off effects for Norwich would be considerable."

The bid for Millennium Fund cash was launched by TV presenter Jeremy Paxman, who said the entire 5000-mile network could be completed within 10 years.

He said: "A national cycling network is an inspiring project for the new millennium, the benefits of which will continue to be felt long after the celebrations have faded into the memory."

Royal Commission seeks quadrupling of cycle use

The Royal Commission on Environmental Pollution has challenged the Government to reduce the proportion of urban journeys made by car from 65% to 50% by the year 2020 and to halt almost all new road building. Instead it wants to see public transport use rise from 12% to 30% and cycle use quadruple to 10% of urban trips by 2005 with further increases thereafter.

The Commission also wants to see further action to protect vulnerable groups, including an extensive network of cycle routes on lightly-trafficked streets. Cyclist fatalities should be reduced from 4.1 per 100 million kilometres to not more than 2 per 100 million kilometres by 2000.

Freight traffic should be moved to rail, with an increase from 6.5% to 20% in tonne-kilometres over the next 15 years. Rail operators should also have a more accommodating policy towards cycle users.

A wide view of the environmental impact of transport has been taken by the Royal Commission, which has taken two and a half years to consider the subject.

Vehicle emissions, road casualties, despoilation of the countryside and the extraction of aggregates for road building are all covered. As might be expected, the need to move towards more sustainable forms of transport is wholeheartedly supported, and given a new sense of urgency.

By 2005 there should be full compliance with World Health Organisation air quality guidelines and local air quality standards should be in force. Carbon dioxide levels should return to that of 1990 by 2000 and reduce to no more than 80% of this level by 2020.

Transport policy at all levels of government should be integrated with land-use policy, with priority for minimising the need to travel and increasing the proportion of trips made by environmentally less damaging modes.

The Royal Commission is an independent body that reports directly to the Queen. It will be difficult for the Government to ignore the 110 recommendations made in its 325-page report.

NORWICH CITY F.C. BIKE PARKING

Following a question placed on Canary Radio (the football club's in-house radio station), Chairman Robert Chase declared that wheeltrap-type cycle parking would be "in place by Christmas".

We wrote to him suggesting a better location and recommending Sheffield racks. His latest reply says he will take our views "fully into consideration so we'll put this one on hold until he comes up with something concrete."

CHRISTCHURCH ROAD AREA

Traffic lights at the Christchurch Road/Unthank Road junction with advanced stop lines on both sides of Christchurch Road. Traffic lights and staggered toucan crossing at Christchurch Road/Newmarket Road junction.

New toucan at Daniels Road roundabout to link with new cyclepath to Cringleford.

VALPY AVENUE

A new cycle path from the soon to be traffic-calmed Valpy Avenue to the M&GN cycle path via Sloughbottom Park.



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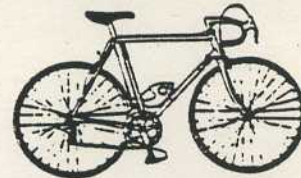
UEA, LCR, Tuesdays & Thursdays (term-time)
Or telephone Chris Brown on Aylsham 732616

COW DRIVE

New cyclepath from Bluebell Road to UEA, Earlham Park and (eventually) to the new hospital, if built. This will improve cycle access to UEA.

SPECIALISED CYCLES

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10.00 - 6.00 (Closed Wednesday)

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FIFERS LANE

You may have read in the press that 140 trees are to be destroyed to make way for a cycle path. This is not true.

The cycle path was originally intended to go behind the trees but there isn't enough left in the kitty for that. The County Council than suggested that the cycle path be built next to the proposed bus lane, with the loss of the trees (which is a stupid idea!) The City Council suggested robbing Peter to pay Paul by borrowing from next year's cycle budget, which has not yet been allocated by the government (which is not much better!)

We have suggested that cyclists use the bus lane as an interim measure until the Airport Park and Ride reaches operational capacity, and that there is a stated commitment to build the cycle path behind the trees, as originally intended, when funds are available.

Mc.....You know who!

Guess which burger chain wants to build a drive-in outlet on the vacant land at the end of St Augustines - right next to the Edward Street/St.Botolph Street cycle path and on the designated cycle path to the city?

A clue - their UK president, Paul Preston, recently described customers perception of them as "loud, brash, American, successful, complacent, uncaring, insensitive, disciplinarian, insincere, suspicious and arrogant".

Couldn't have put it better myself!

