

# Norwich Cycling Campaign

Newsletter 15  
January/February  
1995

*the focus of city  
pedal power*

**price 30p  
(free to members)**

NORWICH CYCLING CAMPAIGN was formed in 1990 to promote cycling in Norwich and lobby for better cycle facilities. We are affiliated to the National Cycle Campaign Network.



## Editor's Column

Greetings from Norwich Cycling Campaign's new office and new Editor.

My name is John King, and I am delighted to be able to offer you the first of my 'new look' newsletters now that I have taken on the task of Editor.

I hope to bring you all the news, comment and information you require as members of a proactive and environmentally aware campaigning group. Most material will of course have a local or regional bias and will be given priority in these pages. But I also intend to provide an interesting mix of cycle-related news, views and reports from other than local sources (if there is space) where this would give a useful broader view of the issues affecting cyclists in 1995.

If you like the layout and content please tell your friends; if you don't then please tell me! In fact, I would be delighted to hear from you with any opinions, ideas, comments or suggestions.

You are invited to write on any related subject and your letters will be published if you wish. This is, after all, YOUR newsletter so please make use of it.

You may now advertise items for sale or wanted, etc., (details are on page 7), and I wish you luck in the Crossword Competition on page 8!

*John King  
January 1995*

## Meetings



All members are welcome at our monthly meetings to be held in our NEW office at the Development and Environment Centre, 38 - 40 Exchange Street (entrance at rear, start 7:30pm)

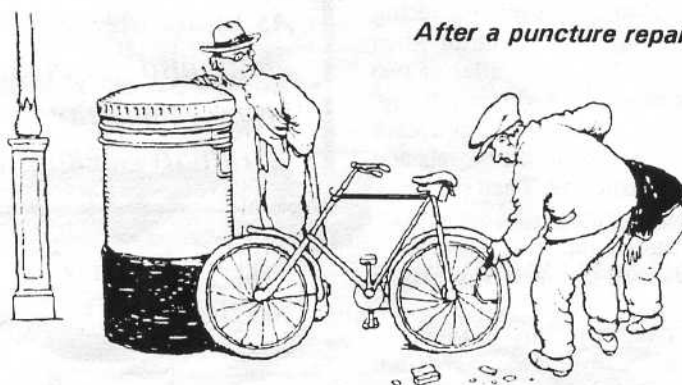
### NEXT MEETINGS:

15th February

15th March

19th April

(3rd Wednesday of each month)



*After a puncture repair . . . .*

**in  
this  
issue:**

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| Lord Mayor of Norwich to open our new office | 2 |
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# National News

## Sustainable transport

Following the Royal Commission report on Environmental Pollution (see last Newsletter), the local authority associations are planning a campaign to promote the RCEP's sustainable transport objectives.

The campaign, called *'Managing the Transition'* will focus on the role of local government in shifting away from current, car-based, transport patterns to a more sustainable position – i.e., more cycle use.

A report prepared for the Association of Metropolitan Authorities states "There is a broad consensus about what sustainable transport policies are . . . but no consensus about how to achieve those objectives". A keynote document will be published this summer, in time for the political party conference season in autumn, and a consultation conference is planned for later in the year. ■

*Les Hopkins*

**The views and opinions expressed in this newsletter are not necessarily those held by the Editor or by Norwich Cycling Campaign members. News items are reported in good faith; we shall not be held responsible for their accuracy.**

## Unexpected support for Sustrans plan

The Sustrans plan for a Millennium-funded 5,000-mile national cycle network, announced last November, received unexpected support at a news conference launch from Transport Minister **Steven Norris**. Badgered by cycling celebrity **Jeremy Paxman**, Norris said that a project of this importance

was too valuable to rely solely on Millennium fund finance. Although he wouldn't commit any money he did promise "leadership" and, significantly, said that he thought the targets for increased cycle use in the RCEP report were not ambitious enough. Watch this space! ■

## Is your bicycle sitting comfortably?

*Eastern Daily Press, 7 - 12 - 94*

A cyclist found a unique way of taking her bike on a train – by dressing it up as a fellow passenger.

Veronica Manly was told her racing bike would have to be paid for when she tried to take up the offer of two free seats on the Diss to Ipswich trip. So rather than pay out the £3 and leave a seat unused, she put the wheels and frame in a plastic bag. Then she tied a smaller bag with a drawing of eyes, nose and hair on top and hey presto! – she had the perfect travelling companion.

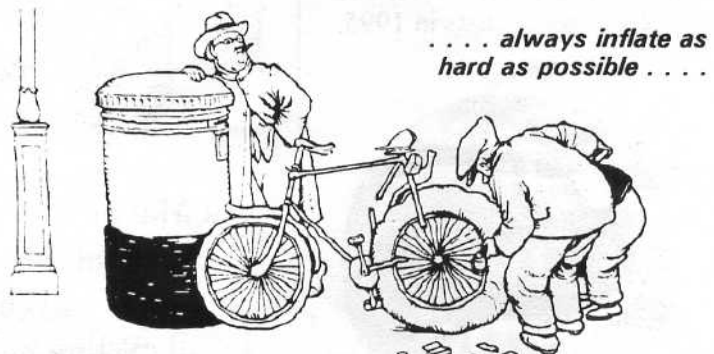
The 46 year old physio-therapist took her place on the Saturday train courtesy of an EDP and Anglia Railways offer.

"The ticket inspector on the train didn't really bat an eyelid. He just asked me if I was enjoying myself", said Mrs Manly, who lives at Gissing, near Diss. ■

## **STOP PRESS !**

**The new Cycling Campaign office will be officially opened by the Lord Mayor, Cllr Brenda Ferris at 12 noon on Wed February 1st.**

*As many members as possible are needed to come along and get their photos in the paper. You never know, you may even see Les Hopkins in a suit! (Publicity-seeking toadie that he is).*





# LOCAL NEWS



## Meeting with our own MEP

On the 9th of January we attended a public meeting with our MEP, Clive Needle, and Brian Simpson MEP (who is the Labour spokesperson on Transport in the European Parliament). As expected, cycling issues were marginalised by Mr Simpson who declared himself "a rail man – always have been, always will be". He actually said that "...even a bicycle is environmentally unfriendly in its manufacturing process". This was inevitably challenged by our Co-ordinator, Les Hopkins, who pointed out that a bicycle emitted

no pollution at point of use, did not require huge urban super-highways nor expensive-to-enforce traffic regulation measures.

Simpson had maintained that public transport was the only option to persuade people out of their cars. Les made the point that in Groningen (Holland), provision of extensive cycle facilities has led to cycle use of between 50% and 60% of all journeys, and that in the UK the cities with the best cycle facilities (like York) also had the highest cycle use. Les compared the Government's recent interest in

cycling (fine rhetoric – not enough money) to the Dutch Masterplan Bicycle, in which cycling is given absolute priority over all other means of transport in urban areas, because of its undoubted benefits.

This generated a considerable amount of support from those at the meeting and left Simpson in no doubt that cycling issues were regarded as highly important in those parts and should not be marginalised as an activity carried out by fitness fanatics, leathery old eccentrics and those too poor to afford a car. ■

### Contribution deadline

Adverts, letters, articles, etc, for publication in the next Newsletter **MUST** be in the office by **Sunday 26th February**

## Had your bike stolen?

The Police have recovered two bicycles stolen at the end October/beginning November 1994, from the Shipstone Road area. Could they be yours?

For details, contact Les Hopkins, Norwich Cycling Campaign Bikewatch, telephone Norwich 664364 or 762722

## Your route to Broadland enjoyment

The efforts and successes of the Norwich Cycling Campaign and the Norwich Cycle Forum have not gone unnoticed further afield. Within the last few months Broadland District Council has initiated an environmental forum, bringing together interested groups and individuals to discuss and suggest ways of improving the broadland environment. Shortly they will be starting up a cycle forum, the first of the county's districts to follow Norwich's lead. Hopefully, this trend will continue so that eventually the whole county will be working towards a more cycle-friendly attitude.

The next issue of 'Broadland News', Broadland District Council's quarterly freebie to be published 27 February, will carry a

detailed cycling route in an effort to get cyclists out and about enjoying some of the district's finest views. It is hoped that this will become a regular feature in this paper, and I would be pleased to receive routes or suggestions (wholly in BDC's area, please) for possible inclusion in future issues. These may be sent to me c/o the Norwich Cycling Campaign office 38 Exchange Street NR2 1AX.

Also, as I begin planning this year's CATI rides for novice cyclists, I would like to hear from anyone who can offer to lead any of these. Neither the Broadland rides, nor the CATI ones, should be longer than about 20-22 miles. I can be contacted by telephone or FAX on Norwich 435547.

*Phyll Hardie* ■

