

Norwich Cycling Campaign

Newsletter 18
July / August 1995

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



Editor's Column

John King

Norwich Cycling scheme gets big national award!

Yes, its true! Patrick Field in his column 'Cycling Sideways' in 'Cycling Today' magazine ran a competition to find 'The Worst

Cycling Facility in the UK'. We sent him photos and a copy of our report of the Guardian Road roundabout scheme 'Marooned on an Island'. Result - First Prize - the coveted (?)

**CYCLISTS DISMOUNT
AWARD**

We do feel, however, that an award should rightfully go the designers of the scheme, Norfolk County Council.

We are therefore inviting a council representative to a Public Presentation Ceremony to receive the award.

If a suitable official recipient is not forthcoming we shall reluctantly have to present the award to a Tub of Lard!



Hovis National Bike Week gave Norwich Cycling Campaign members something to get on their bikes for. Paul Commins took this photo of some of them at the Woods End Tavern, Bramerton, on the final day of HNBW, Sunday the 18th of June.

- **Public Transport? No Thanks!** - The case for priority to cyclists
- **Cycling schemes in the Greater Mile Cross area**
- **National Bike Week** - reports, views, competition results, etc
- **Local and National campaigning news**
- **Win a mystery prize for your holiday snaps!**



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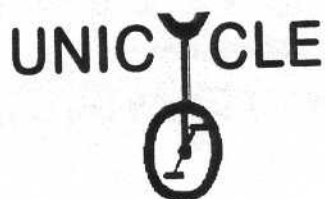
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HNBW 1995 in Norwich

How was it for you?

Although not quite reaching the same level of achievement as the 1994 event, National Bike Week 95 in Norwich was nevertheless deemed to have been a success in many ways despite unfortunate setbacks and poor weather.

The Radio Phone-In, June 9th, Radio Norfolk. An excellent response. The 'planted' questions worked well and we were invited back to do another in August.

The Dr. Bike Checks, city centre, 10th June were disappointing as the weather was cold and drizzly. The stall went well, however.

The **Mass Ride to Reepham** (June 11th) for the opening of the Reepham-Aylsham cyclepath had over 100 riders. Most enjoyed themselves and there was useful press coverage.

The **Secondhand Bike Bits** Stall (June 12th) was surprisingly successful, adding £140+ to Campaign funds plus much publicity.

Norfolk County Council **Cycling Conference** took place on June 12th. with over 100 delegates, good quality speakers and very useful contacts. Norwich Cycling Campaign had a

well-positioned leaflet / promotion stall, and a responsive audience were lucky enough to see and hear Brian Glover (actor, ex-wrestler and voice behind the Hovis ads) give a pro-cycling speech!

Womens Cycling Day (June 13th) saw a only a small attendance at the **Maintenance Workshops**, an equally

disappointment. Cancelled at only two days notice because the local parish council refused permission for the campfire (despite Playing Field C'tee having given their permission in January)! It would have been on June 17/18th. It would have been great and good and the crowning event of the week. The **Breakfast Ride** on the 18th was a small (because of the cancelled Fayre) but an enjoyable one.

Co-ordinator's Column



small but gallant turnout in foul weather for the **Womens Rides**, and an enthusiastic audience for excellent speakers at the **Public Meeting**.

June the 14th saw a thoroughly enjoyable **Evening of Cycling Films**. The pub setting and the varied choice of viewing helped make this low-cost, high-value event particularly successful.

The **Cow Drive Cycle Path** was opened by the Lord Mayor on June 15th. About 15 civic dignitaries aided publicity (good picture in local press).

The Best Event Of The Week took place on June 16th. 25 riders sat down to our **Bicycle Biryani Blowout** – an Indian meal cooked by Norwich Cycling Campaign's best chefs! A lovely friendly atmosphere with superb food produced much satisfaction, over £100 for Campaign funds, new members, raffle ticket sales and a determination to do it again whenever possible!

The final event – **The East Anglian Cycle Fayre** – was the week's biggest

We are indebted to all the volunteers who worked so very hard to make the most of HNBW 95. Planning has already begun for HNBW 96. There's always something to look forward to with Norwich Cycling Campaign! *Les Hopkins*

Meetings



All members are welcome at these monthly meetings which are held in our Campaign Office at the Development and Environment Centre, 38 - 40 Exchange Street (entrance at rear, start 7:30pm).

Please come along and say what YOU think about cycling issues in Norwich!

Welcome to new members

Ian and Gina Couzens
Gorden Cardew
Amelia Craighill
Ann Dismarr
Mr and Mrs T. Godden
Karen and Jeremy Brockman
Rachel Orbell
Julie Marshall
Rod Tompson
Slim Piggott (in Cambridge)
Ruth Frean (welcome back!)
Mike Savage (ditto!)

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.

Next Meetings

20th Sep
18th Oct

16th August - Management Committee only, NOT a members meeting



LOCAL NEWS



Road closed!

In towns and cities across the land roads are being closed in order to repair gulleys, resurface carriageways and to strengthen bridges. These temporary road closures may often be worth a second look in terms of assessing the road's viability in the longer term as one permanently closed to through traffic and thus of significant benefit to residents, cyclists and pedestrians.

Take, for example, the closure of King Street / Carrow Bridge and the coning-off of one of the lanes up Bracondale. This is happening during the busiest time of the year with schools and holiday traffic on the roads.

Can anyone find car drivers getting hot under the bonnet in queues on the Yarmouth Road or around Queens Road or Ber Street? Probably not, because by closing the road it has finally induced motorists to either stop driving (ha-ha!) or to use the southern bypass as a distributor route.

It demonstrates, albeit simplistically, that the 'short cut' past the football ground is really not needed for through traffic.

Increasingly, cyclists are using the coned-off lane in Bracondale as a refuge, both up and down the hill and are using the pavement (*with utmost care and courtesy to pedestrians of course!*) down to Carrow Bridge and beyond as a traffic-free route.

What will happen when the road is reopened? Gridlock at all the traffic lights, accidents at Carrow Bridge and cyclists once again compromised into the kerb.

Rather than this simply being an opportunity lost, the scheme could act as a piece of irrefutable evidence to demonstrate that a road closed does not necessarily imply a curtailment of some God-given right to drive just to benefit only a minority of pedal-pushing activists – it actually could be to everyone's benefit.

Because these temporary closures are generally perceived at the outset to be for the motorists' longer term advantage, the run-of-the-mill prejudices associated with traffic calming / cycling schemes rarely surface and thus the considerations for 'benign transporters' can be assessed in a more objective manner.

King Street bus / cycle gate gets go-ahead

The City Council have now approved the scheme we have been pushing for some years – to provide a bus / cycle gate at the junction of Prince of Wales Road and Upper King Street.

Effectively buses and cycles will be able to go straight on from Upper King Street, whilst all other traffic will still have to go down Prince of Wales Road and back up Rose Lane. In addition, advanced stop lines for cyclists will be installed at the King Street / Rose Lane junction.

Also, the pavement on King Street by the side of the Anglia TV building will be widened to shared use (cyclists and pedestrians).

This will effectively create the first contraflow cycle lane in the city and will give cyclists a virtually direct route from County Hall, Carrow Road and the Waterfront to the Anglia Square area.

Now, if we were allowed to use the Magdalen Street bus lane . . . ! LH

Gilman Road – residents protest rattles on

Over recent months the City Council have been consulting local residents and cycling groups about closing Gilman Road to all motorised traffic.

We are naturally very keen to see this as it provides a safe cycle route from Sprowston Road to the heart of Mousehold Heath.

In fact we suggested that the cycle route should be extended into Gurney Road (via an off-road path), and a 'toucan' be provided between Zaks and the playing field. As well as being of use to pedestrians, it would also link up Gilman Road to the Valley Drive cycle path, thus making a safe route right into Heartsease.

However, local residents on Gertrude Road have opposed the scheme saying that closure will increase traffic on their road.

This, of course, is a nonsense. Gertrude Road has been traffic-calmed and is unlikely to be attractive to rat-

runners. On closer examination, the objections seem to emanate from those residents who have been using Gilman Road as unauthorised rear vehicular access to their houses.

It would appear that their objections have more to do with the loss of this access rather than concerns about safety!

Fortunately, the City Council also think this is the case and have given the protesters short shrift.

The man in the middle is local Labour councillor Nick Williams. On the one hand he is a member of a council which has a pro-bike policy which he supports. On the other hand he has his potential voters screaming at him to "do something about it". His most recent public comments, we think, are quite apposite – "I will do all I can to highlight the views of local residents".

Nothing about supporting them!

LH

Christchurch Road

Members who use the Christchurch Road / Unthank Road junction will be pleased to hear that the traffic lights and cyclists advanced stop lines have finally been given the go-ahead by the County Council.

It had been delayed because, as the scheme costs more than £100,000 (in fact it will cost £263,113 !), it had to go to the 'Value for Money' Committee. The City Council, who will be doing the work, estimate that it should be done in about three months time.

We are particularly pleased to see this scheme finally going ahead as it is one in which we have had considerable involvement.

The lights will have shorter green phases than is normal. This will allow cyclists to cross easily, but will not be particularly attractive to drivers. In our discussions with the City Council we stressed the importance of this short phasing to avoid Christchurch Road becoming an 'alternative Ring Road' for rat-running motorists.

The scheme will be of particular benefit to school pupils and City College students who use the junction extensively. LH



LOCAL NEWS



Greater Mile Cross Area - Cycling Schemes

In mid-July, Campaign Co-ordinator Les Hopkins wrote to Jo Deverick in the Planning Department, City Hall to express our general support for the Mile Cross schemes which link schools, shops, play-areas, etc, and provides a safe, pleasant access to the M&GN cyclepath.

At the same time, certain points were stressed which we strongly feel should receive consideration.

Here are some of them:

- Measures are needed to reduce rat-running vehicle speeds at the Margaret Paston junction with The Lanes.
- Obstructed view of cyclists possible at The Lanes junction with Gresham and Bacton Roads due to greater road width at crossing points which may encourage car parking.

• Possible cycle / vehicle conflict where proposed cycle route crosses Norman Centre car park.

• The high fence on the south side of Norman Centre restricts visibility for cyclists and motorists at Bignold Road exit.

• Old metal barriers at Bignold Road / Lefroy Road should be removed.

• Cycle parking needs upgrading at Bowers Avenue shops.

• A cycle crossing to Sloughbottom Park is essential and should be well signed.

• Toucan crossing needed at Bignold Road / Drayton Road / Parr Road crossing.

• The shops at Drayton Road / Mile Cross Road roundabout should be linked (perhaps by toucan); possible

car / cycle conflict.

Les summarised the scheme as being wholly successful only if it is seen by users as an attractive and safe alternative to car use. It should maintain momentum, and not be broken up by 'Cyclists Dismount' signs. Cyclists should be given priority to emphasize the coherence of the network.

On the whole, a good scheme which will do much to enhance the area.

Thanks to our members Miriam Robbins and Adrian Wragg for their assistance in preparing our response to the Mile Cross consultation.

Bikes at risk from drivers

EEN,
May 95

Impatient drivers are putting at risk young cyclists trying to learn how to use Norwich's roads safely, it was claimed today.

Youngsters taking advanced cycle proficiency classes at White Woman Lane Middle School in Sprowston are being shouted at, hooted at and harassed by drivers.

Organiser Liz Roberts said: "We have been having problems with impatient drivers."

She said one incident happened at the junction of White Woman Lane and North Walsham Road.

"There were cars coming both ways and the children sat waiting until it was safe, but the car behind started pipping because he wanted them to get going.

"If an adult tells a child to hurry up they will do it. But if they shot out into the road because they are nervous there would be an horrendous accident."

She said that another parent helper had been shouted at by motorists while out with the children.

"We all help out voluntarily and this is a very worthwhile thing because the

children learn how to ride safely. But these drivers are being inconsiderate and rude."

Headteacher Desmond Cossey said: "This is not a huge problem.

"It must be a minority of motorists and we hope the ones that are impatient don't make it dangerous for the children."

County Council spokesman John Birchall said the council's road safety team worked closely with schools.

"It is vital that children learn to deal with what can be the very dangerous business of learning to ride a bicycle in a busy city and drivers ought to have a lot more sense and patience when that is being done," he commented.

"Sometimes cyclists are intimidated, overlooked and ignored and, sadly, this is something the youngsters need to be aware of when they are cycling. It is a constant plea of the cycling organisations that they are seen as second-class road users," he said.

"The county council certainly doesn't consider them as that."

'Frustrated' motorist knocked cyclist

Eastern Evening News, 13 June 1995

Driver David Howman (25, of Knowland Grove, Norwich) was "frustrated" when a woman cyclist cut him off at the traffic lights so he overtook her so closely it knocked her off her bike, Norwich Crown Court heard today.

He pleaded guilty to dangerous driving in Thorpe Road on June 12 last year.

Helen Gilbertson, prosecuting, said the woman, Tania Barron, 24, from Gorleston, was cycling along Prince of Wales Road, Norwich, with another cyclist when they came up to the traffic lights at the junction with Riverside Road.

She said both cyclists moved off in single file and Howman's car came so close to her cycle that Miss Barron fell off. She suffered cuts and grazes to her arm and hand. Howman drove off but his car registration was noted.

When police interviewed Howman, a printing technician, he denied there was any contact between the cyclist and himself but said he felt the cyclist had "cut him up" at the lights and he wanted to "frighten her" but didn't intend what actually happened.

Fining him £500 with just over £373 costs and banning him from driving for a year, Assistant Recorder Evans told Howman there was something of a phenomenon at the moment known as motorists rage which can cause devastating consequences.

Howman must take another test to get his licence back.

National News



So farewell . . .

to Brian Mawhinney, off to become John Major's bully-boy-in-chief in the run up to the General Election. Big Brian was certainly the 'greenest' Transport Secretary we have seen in a long time – powerful rhetoric about the need to maintain our existing road network, rather than build new roads. The Great Transport Debate – a series of six major speeches to encourage alternatives like cycling and walking.

After the last budget he said *"My spending plans will focus on public transport and the more efficient use of our roads system"*. What a pity his last act as Transport Secretary was to allow the much criticised Newbury bypass! Nice one, Minister.

. . . and a big welcome . . .

to the new Transport Secretary, the 'Bicycling Baronet' Sir George Young, who, if he can shake off the attentions of the road lobby, could be quite good for cycling.

The apocryphal story concerning Sir George is how he explained, with considerable hilarity, that as Environment Minister in one of Mrs. Thatcher's cabinets, he used to cycle to the House, whilst his despatch boxes would follow at a respectable distance (like Jemima Goldsmith after Imran Khan?) in the gas-guzzling ministerial limmo. All in the interests of National Security, you understand.

Another boost for cycling is that Steven Norris has also retained his job as Transport Minister, despite apparently shooting himself in the foot by saying that he voted for "the least worst candidate" in the recent leadership election. Norris, previously a committed 'car-head', has been a revelation to cycle campaigners recently with his unequivocal support for cycling. He would have been sadly missed if he had been kicked out.

Mountain bikes are 'risky'

The Guardian, 24 June 95

Some mountain bikes can be dangerous if used anywhere other than on a tarmac road according to a Nottingham University report. The study commissioned by the Department of Trade and Industry says a minority are simply not strong enough for off-road riding.

The DTI commissioned the research in response to concern at a 300 percent increase in accidents involving mountain bikes between 1989 and 1992. Testers found some bikes damaged easily, and that cheaper models could not hope to absorb expected off-road impacts.

The research also pointed to rider behaviour as a source of danger, with increasing numbers of cyclists riding too fast in difficult terrain, with inadequate protection or training.

John Duncan

Golden bike distributors face a problem of brass

Eastern Daily Press, 7 July 95

Distributors of the Olympic gold medal-winning Lotus superbike are being given a rough ride because of the debts of a failed German subsidiary.

Casket, the UK's second largest bicycle maker, asked for stock-market dealing in its shares to be frozen as its German subsidiary Heidemann Fahrrad applied for insolvency proceedings because of trading difficulties.

The Leeds-based parent company is the guarantor of Heidemann's bank borrowing facilities and its own facilities are insufficient to cover the demands that could be made on Casket under the guarantee.

Casket owns British Eagle, the Welsh cycle firm that makes steel and aluminium bikes modelled on the Lotus bike. It also distributes the superbike.

Yesterday, talks were under way for Casket to take over its German company's debts. Finance director Ian Butcher was confident that the "profitable" UK operation would continue as before. Patrick Peal, head of communications at Lotus in Norfolk said it was too early to say if there would be any effect on sales. He said the LotusSport bike which was ridden to Olympic gold by Chris Boardman (pictured below), was made under licence by a South African company and distributed by British Eagle. If there was any effect it would be very slight as they could distribute the bikes in the UK if they needed to. Mr Peal said the LotusSport which costs £1,500 for the frame and forks, was selling well and that there was a backlog of orders.



PUBLIC TRANSPORT? NO THANKS!

Could a Labour government make cycling safer?

Les Hopkins

Unless they shoot themselves in the foot (again) it seems highly probable that we will have a Labour government in the near future and therefore a Labour transport ministry. So what is this likely to mean for cyclists?

Like other parties, Labour accept that we cannot continue to accommodate ever-increasing numbers of cars on our roads and that alternatives need to be provided. So far, so good.

They also recognize that there needs to be a network of cycle routes in towns and cities as a necessary element of increasing cycle use. That's alright then.

However, I get the impression that all may not be quite as rosy as we think.

Labour politicians, from local level to MEP's are all saying the same thing – that public transport is the alternative to cars and that massive investment in it is required. Cycling, as usual, whilst recognised, is marginalised to the bottom of the list of alternatives.

Let's look at this logically. Public transport is fine for transporting large numbers of people over long distances – by rail or coach, for example. It is also fine for transporting people over medium length journeys along key desire lines at particular times of the day, e.g., the journey to work, school, etc. However it can never have the absolute flexibility and convenience of the car as it will always be restricted by the timetable and to set routes.

When we talk about the 'problem' with cars we are usually talking about those short urban journeys – to work, the school run, shopping, etc. 75% of all journeys made are of less than 5 miles and 61% of car journeys are less than three miles.

The only means of personal transport over these short distances that has the same flexibility as the car is the bicycle. Indeed, in peak hours, the bicycle is often quicker, certainly cheaper, more convenient (being virtually door to door), healthier (for regular exercise) and non-polluting.

Also, cycle facilities, unlike public transport, are ridiculously cheap to install.

Let's consider another set of statistics. 90% of men and 70% of women can cycle. 70% of households own at least one bicycle. Yet cycling represents

reason for making the installation of such facilities a priority? In Graz (Austria), a city not much bigger than Norwich, 125km of safe cycle facilities were installed. In five years, cycle use has risen from 15% to 30% of all journeys, whilst car use has come down from 44% to 28% of all journeys.

In other words, the installation of safe cycle facilities has led to a direct modal shift from car to bike. In Groningen (Holland), between 50% and 64% of all journeys are made by bike. It is the accepted means of travel.

Our argument is that if cycling can be so good for the individual and the community then it should be given absolute priority over all other modes of travel (except walking).

We should be urging the Labour party to make this an election pledge. There will be resistance, of course. Many

Labour supporters own cars and will continue to want to use them. Labour also receive considerable support from the Transport and General Union and from the Rail Unions.

What we must get the Labour party to agree to is that, before a penny is spent on improving or regenerating public transport, each town and city must establish a properly designed network

of cycle routes, with full funding made available to local authorities and construction programmes planned.

If it's done any other way then cycling will always be marginalised to the side roads and the gutters. Bikes first!



only about 4% of journeys made. Why?

The biggest single reason given in surveys is "the dangers from other traffic", i.e., most people would cycle to work if safe facilities existed.

Surely this is a cast-iron

Bikes on the radio, and bikes on trains

The Cannons are firing! Campaign member David Cannon launched the first shot with this letter read out on BBC Radio 4's 'PM Letterline':

PITY THE CYCLIST

Why do cyclists attract so much criticism? We are people too, and we need just as much protection as other road users – if not more.

As a committed cyclist I have to put up with:

- being forced off cycle tracks by pedestrians and parked cars,
- being carved up by motorists and buses who leave insufficient space after overtaking me,
- being blinded and forced to stop on country roads by motorists who will not dip their headlights at night,
- getting punctures from glass not cleared up after car accidents,
- being asphyxiated by smoky cars and lorries.

To cap it all, the other day I was nearly killed at a cross-roads by a motorist who looked straight at me and pulled out, forcing me off my bike. When I remonstrated with him he claimed that it was MY fault because I didn't give way to HIM – despite the fact that I had the right of way.

If cyclists had better treatment (and some rights) we might have less temptation to seek refuge on pavements. Yours sincerely, David Cannon.

Good points, well made. Next, a broadside from Andrew Cannon, to something calling itself simply 'Anglia' (thought to be an anagram of 'BR'):

Dear Mr Peacock,

I'm writing in response to an article in Newsletter 17 of the Norwich Cycling Campaign in which suggestions are canvassed for maximising the potential of the Norwich to Sheringham line. As feedback from a past and potential customer of this line I hope the following is of some interest.

For two years I commuted daily

between my home in Norwich and office in Tunstead. I could have easily cycled to Norwich station, taken the train to Hoveton, then cycled the mile and a half to the office. Unfortunately I was unable to do this due to the unbelievably unhelpful and cycle-unfriendly attitude of the train staff. Basically, Anglia's policy seemed to be to make it as difficult as possible to take bicycles on these trains. Numbers of cycles were strictly limited and some kind of reservation could be arbitrarily demanded by any train crew member who wanted to make life difficult. In short, a completely impossible situation for anyone trying to commute dependably on public transport.

Subsequently, to add insult, it was announced that a fare of £3 each way for cycles would be introduced. At that time the daily return fare to Hoveton was, from memory, something less than 2 quid so you can imagine the addition of another 6 pounds a day for the bike made the eco-friendly commuting idea look economically daft. The upshot of all this was that I drove to work daily for two years instead, losing out on exercise, congesting the Wroxham road and further degrading the environment.

On several occasions I've been standing at stations on this line, which we do try and use at weekends, and heard baffled cycling tourists, usually from Europe, being turned away from a train service they had just assumed would welcome them. Every sensible train service in the rest of the civilised world encourages the the natural and user friendly train / bike combination. I recently returned from a two week business trip to Switzerland, during which executives from the highest level down bought season tickets and travelled to and from our conference by train as if it were the most natural thing in the world. In that well organised country bikes are welcome on even the smallest regional train. Not only that but you can hire bikes at every railway station, and this service is heavily promoted both by platform posters and in-train adverts.

My partner and I frequently cycle at weekends on the Norfolk coast. When we were younger and fitter we could cycle there from Norwich but sadly now we find ourselves having to drive up there with the bikes in the back of the car. Again, it is



economic nonsense to ask us to pay twelve pounds(!!!) to take two bikes to Sheringham and back as a supposed alternative to burning a couple of pints of diesel in the car. Completely silly. Furthermore, we usually go to the seaside on the spur of the moment depending on the weather. So please don't ask us to make reservations in advance, unless you know something Michael Fish doesn't about the Norfolk climate. What we need is a simple friendly service that enables us to turn up on the day, take the train to the seaside and be welcomed on board with our bicycles. At the moment the situation could hardly be further from this.

I have no doubt that very considerable potential revenue from cycling tourists is lost as a result, because Norfolk is obvious cycle touring country. Why does 'Anglia' not have the imagination to devise and promote a cycle-friendly approach in the numerous tourist offices in our county and abroad in cycling countries like the Netherlands which have easy transport links to Norfolk?

It's much easier to carry a bike on a plane internationally than it is to carry it on a train in Norfolk. I'm not surprised therefore that your local services and revenues continue to decline when you've adopted such a perversely obstructive approach to a major segment of the public transport market.

Cyclists tend to favour public transport philosophically. The train / bike combination is natural and appealing to them. By systematically disempowering us from using trains you are cutting off your business from what ought to be a naturally supportive constituency for regional rail services. As a marketing man myself I find this baffling.

Yours sincerely, Andrew Cannon.

Now who could fail to be moved by Andrew's faultless and articulate logic? You've guessed it – 'Anglia' could. Laugh at their reply which will appear in Newsletter 19!

JK

Mudguards and Mudlarks on the Reepham Mass Cycle Ride

On the Mass Cycle Ride to Reepham in National Bike Week, many members were disappointed at the quality of the 'new' surface between Reepham and Aylsham. We wrote to Norfolk County Council highlighting our members concerns. The following reply was received from Phil Bennett-Lloyd at County Hall.

Thank you for your letter of 28th June expressing peoples concern over the gluey morass that awaited the cyclists who participated in the mass cycle ride and opening event of the Reepham to Aylsham cycle path.

The use of hoggin of differing grades for such projects has its merits in that it local, cheap and easy to lay.

It is also easy to add to (rather like clay) and to repair.

It has one main drawback and that is water retention prior to rolling. If laid whilst saturated, any amount of rolling will not displace sufficient water to allow for the level of use encountered on June 11th. Once rolled in a reasonably dry state, however, combined with good drainage to the sides and a cambered surface, the material only takes up a very limited amount of moisture enabling sustained use through the seasons.

The weather leading up to the opening was foul to say the least and confounded all attempts to guarantee a cycle track fit for massed usage on the day. The route was ridden the day before and considered passable, but it is not easy to mimic the effects of close on 100 cycle tyres! We were not in a position to postpone the event, only to offer a note of caution to those arriving at Reepham station on sleek road bikes.

The specification for this path has been used elsewhere on the Marriott's Way and does not give cause for concern. Any feedback from cyclists will, however, be most useful and well received. Since the opening event and further works done to the path in dry conditions, the reports on its condition are that it is sound and being well used.

The point made about rider confidence is most important. I would hope that cyclists with Touring, Hybrid or All-Terrain bicycles (or children's cycles) would all feel confident to use the path for a second time at least! We shall certainly be keeping a close eye on its durability.

I hope that this clarifies the situation. I would also like to thank all those who took part in the event and kept smiling (albeit wryly!) whilst thinking that quicksand must be easier to get through!

Yours sincerely, Phil Bennett-Lloyd,
for Director of Planning and Transportation.

'Come and Try It'

Short cycle rides (18-25 miles) with the Norfolk Countryside Cycling Group. Details of these rides and future programme available from Phyll Hardie on Norwich 435547.

Saturday, 5th August, 2:30pm. *The Red Lion, Eaton, is the starting point for this ride to Flordon and Hethel.*

Saturday, 19th August, 2:30pm. *Meet at Salhouse crossroads, at the Bell Public House, for Broadland ride using Horning ferry.*

Saturday, 2nd September, 2:30pm. *Meet at The Green, Thorpe End, by the bus shelter for Lingwood and Brundall. Ride led by Jan and Malcolm (telephone 700134).*

Saturday, 16th September, 2:30pm. *Joint ride with the CTC Easyriders. Meet at Earham Road / Ring Road roundabout for ride to Wymondham, led by Frank (telephone 665685).*

Saturday, 30th September, 2:30pm. *Meet at Spixworth Church for a ride further out from Norwich.*

Saturday, 14th October, 2:00pm. *Note earlier start time for this autumn ride starting at the City College front entrance.*

Saturday, 28th October, 2:00pm. *Meet at County Hall roundabout for a ride south of the river Yare.*

This is the final CATI ride for 1995. Please ring Phyll on Norwich 435547 nearer the time for details of rides commencing in April 1996.

Classified advertisements

FOR SALE - GENT'S BIKE Raleigh 'Chiltern' bicycle in very good condition. Fitted with Sturmey-Archer 3-speed hub gears. 24" frame. £75 ono. John King, Norwich 451015

FOR SALE - SPORTS BIKE Gent's bike, small frame, alloy drop-bars and other 'racing' fittings. Needs a few small repairs. £20 ono. John King, Norwich 451015

Free to members!

Classified ads of cycling items 'For sale', 'Wanted', 'Lost and found', etc, are FREE to Norwich Cycling Campaign members.
(Trade advertising excluded).
Entries for next Newsletter MUST be with us by 31st August

Contribution deadline

Items for inclusion in the next Newsletter MUST be in the office by 31st August.

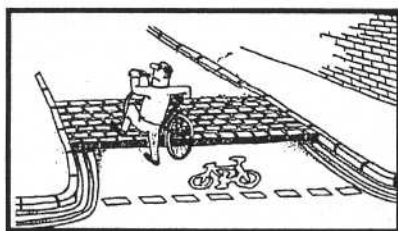
Turning your *ker-dunk* into a *zer-oom*

The dropped kerb problem

As seasoned campaigners we know by now that having finally persuaded the powers that be to build a particular cycle facility, there is still work to be done to ensure that it is properly constructed. One thing that is a daily reminder of a less-than-perfect solution is the '*ker-dunk*' which so often accompanies the cyclist when using a purpose-built track, namely the uncomfortable bump up dropped kerbs which seem to have been designed as more kerb than drop.

The problems can become more than just discomfort, especially at the angled entry to an off-road path from the main carriageway, like at the Bluebell Road end of The Avenues. Crossing a vertical upstand at an angle in the wet weather on a thin-wheeled bike is a recipe for a nasty tumble off the bike.

Silly question, but why can't these dropped kerbs for cyclists be made absolutely flush? Those of us who have been lucky enough to visit the



Netherlands will know that they nearly always are flush there.

The answer lies, as always, in a subtle British mix of fact and fantasy. One reason often given is that a dropped kerb still has to stop rainwater in the gutter from flowing up over the pavement, but you would have thought a 45-degree slope would do the job just as well. Another is that they need to allow for future re-surfacing of the road!

A more honest answer is that we've always done it that way, and anyway the kerbstone manufacturers don't supply a dropped kerb with a comfortably angled face (no demand!).

The most likely answer is that the engineers who actually design the bike tracks don't appreciate the problem (not being bike-riders themselves) and there is no suitable design standard.

Following complaints from users of

Council-designed facilities, we have raised the matter with the City Engineers, who inform us that their normal practice is to use a 25mm dropped kerb for vehicle crossovers and 12mm for pedestrians, wheelchair users and cyclists. However, our accurate measurements of cycle dropped kerb upstands at various locations in the city reveal that they are almost always higher than 12mm, suggesting poor control of workmanship at the time of construction. The record is currently 40mm! We've also shown them a copy of a new standard adopted by Avon County Council based on a flush crossing (plus or minus 3mm), and look forward to seeing a change of design policy here.

Unless of course these new radical ideas are given a bumpy ride...

Matthew Williams

Sun, sea, cycles and sangria

Venue: Marias Bikes, Puerto Pollensa, 09:30 Sunday

I walked through the little seaside town on a drizzly morning wondering who would turn up at this locally advertised ride. Only one family arrived, a Glasgow couple with a three-year old daughter. Charles opened his shop-cum-workshop and fitted us up with 'suitable' bikes, mine being a ladies 'single' Italian job. Leaving Maria to mind the shop, Charles led us onto the Pollensa road and down the two-metre cycle track which runs both sides of the road.

By the time we reached Pollensa, the sky had cleared and the weather was normal. He took us into the old town past a Roman bridge spanning an empty

channel (no rivers in Majorca), through narrow winding streets and left us at the foot of 'Calvary' - a hill topped by a chapel reached by a flight of 365 steps. We wandered through the big Sunday Market, and fortified by coffee / beer tackled the steps, young Sandy bounding up. The view over the coast and hills made the climb worthwhile. Like many Mediterranean towns, this one was built inland for fear of pirates and such. Mercifully it has escaped the mass tourism of the coast.

On descent, Charles took us to a country bar ("no need to lock bikes") for toasted sandwiches and sangria, and told us some

of their background. He is a solicitor from Blackburn and wife Maria is also a Lancashire lass. They are both content in this happily 'old fashioned' area and seeking an old house to renovate.

In summer the area teems with cyclists, potterers like us on hired mounts, young racers on training holidays, tourists from all over Europe, mountain bikers going where we feared but wished to venture. The best sight for me was an entire school some 600 strong cycling down the track with police escort! I watched with two British club riders who happened along, and we agreed we'd seen nothing like it at home.

Frank Lincoln

After your ride why not relax in one of Norwich's best cycle-friendly pubs. All have safe cycle parking, a variety of real ales – some have home-cooked food. All are highly recommended by our members!

THE FAT CAT

49 West End Street
Norwich



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OLD ALES
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CYCLISTS WELCOME!

ARE YOU GETTING IT REGULARLY ?

... or are you are reading someone else's copy of this Newsletter ?

If you are, then you can see the benefits of joining the Campaign and having your very own Newsletter regularly delivered !

- *local and national cycling news*
- *make new friends and useful contacts*
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- *demos to raise cycling awareness*
- *promotion of cycling for everyone*
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Norwich Cycling Campaign really works for it's members – join us now! Here's how:

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Please make cheques/POs payable to:

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(sorry, credit cards can not be accepted)

Simply fill in this form and send it (or a photocopy) to:
Norwich Cycling Campaign, 38 - 40 Exchange Street, Norwich, NR2 1AX

Yes! Please enrol me as a member of Norwich Cycling Campaign. Please send me a copy of the current Newsletter and other useful information. I enclose my subscription of £

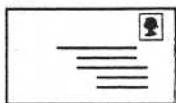
Thank you

Name _____

Address _____

(Postcode) _____

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GET IT OUT AND WIN A MYSTERY PRIZE!

We need your photos!

All you have to do to win a special mystery prize is to get out your camera and get snapping. When you are out and about this summer, just photograph any cycle-related subject you come across. You don't have to be an ace photographer. Whether you use a Bronica or a Box Brownie matters not – just send in your snaps. As many as you like, the more the merrier! Entries will be judged only on the basis of their relevance to cycling, not on technical merit. 'Fun' pictures will be particularly welcome.

Send your entries to the Newsletter Editor (address as at left) saying where and when they were taken. There will be three winners of super Mystery Prizes which will be awarded in the autumn (closing date for entries is September 30th).

Your Mystery Prize awaits – get snapping!

Hovis National Bike Week Prize Winners



The HNBW Prize Draw featured a magnificent *Falcon* Cheetah Mountain Bike (which retails at around £175) as First Prize, and this was won by Terry Henderson of Keswick. The Second Prize was a Halfords Voucher (value £20) and was drawn by S.Layton of Norwich. Third Prize – an Ever-Ready 4-function LED rear light was won by Rod Summers of Norwich.

Quite a number of people took up the challenge to 'Go to work on a bike' on the 14th June. Those whose employers confirmed that they had done so participated in a Free Prize Draw for one of six copies of the excellent 'Ordnance Survey Guide to East Anglia'. The six winners in this draw were: Virginia Greasley, John Harries, Roger Cutting, Paul Ryan, R.A.Edwards and Owen Brooker.

