

# Norwich Cycling Campaign

Newsletter 19  
Sept / Oct 1995

*the focus of city  
pedal power*

price 50p  
(free to members)

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.

SPECIAL EDITION

## 5th Anniversary



**Editor's  
Column**

*Happy  
Birthday  
to us!*



This Newsletter is our 5th Anniversary Issue.

Norwich Cycling Campaign had its inaugural meeting in October 1990 at the Charing Cross Centre which was attended by sixty-one people. At that meeting we established our underlying principles – to lobby for the best possible facilities and to raise the profile of cycling generally. We also appointed a temporary committee of four (Les Hopkins, Nigel Howard, Matthew Williams and Hans

Hoffbauer), all of whom are still actively involved. A look through the membership list shows there are several current members who joined that night. Thank you all for your continued support, whether you've been in for five years or five days! Over the years we have achieved most of our objectives although there is still much to do.

The Christmas Newsletter will have a résumé of some of the highlights of the past five years. If you have any snippets or photos of rides, demos, etc. to share with us, please send them in now.

And please come to the AGM on December 20th. and help plan next year's activities.

*John King*

- The proposed Campaign Bikewatch Scheme ..... 3
- Read why it's 'Not Fayre' ..... 5      Where next? ..... 6
- Rage against the machine ..... 7      Off the rails ..... 8
- 42½ million pounds Millenium award to Sustrans ..... 9
- Win a mystery prize for your holiday snaps! ..... 12

**Norwich Cycling  
Campaign  
members  
recommend these  
cycle shops**

**NORWICH CYCLING CAMPAIGN  
RECONDITIONED  
BIKE BITS  
WAREHOUSE**

*Possibly the largest collection in East Anglia!*

- **WHEELS AND SADDLES**
- **MUDGUARDS AND CHAINGUARDS**
- **BATTERY AND DYNAMO LAMPS**
- **LUGGAGE RACKS AND BASKETS**
- **BRAKE AND GEAR SPARES**
- **COMPLETE BIKES TOO!**



All parts are **GUARANTEED**, and for sale at around 50% of new prices!

All proceeds to Norwich Cycling Campaign

Phone Nigel on Norwich 502188 (Ansaphone)  
(off Newmarket Road, near Notcutts)

**WHIPPET  
CYCLES**

Prop. Chris Brown

- Secondhand bikes
- Top quality repairs
- Accessories and spares
- Free expert advice
- Older bikes our speciality

120 Cambridge Street, Norwich  
Tel - 630576  
Hours 10 - 6 (Mon, Wed, Fri, Sat)



Also at UEA - LCR,  
Tuesdays and Thursdays  
(term-time)

DISTRIBUTORS FOR THE AMAZING BROMPTON FOLDING CYCLES



Steve Holland

**SPECIALISED CYCLES**

80 Connaught Road, Norwich

SERVICING AND REPAIRS, FRAME REPAIRS AND REFINISHING,  
WHEELBUILDING, LIGHTWEIGHT CYCLES BUILT TO ORDER

ALSO MAVIC, CAMAGNOLO, ALESA, SHIMANO, SACHS, SUNTOUR,  
CARRADICE, FREEDOM BIKEPACKING, D.T., 3TTT, CATEYE, SIGG,  
CONTINENTAL, PANARACER, TRELOCK, MKS, AND MANY MORE LINES

TELEPHONE/FAX 665668  
OPEN 8:30 - 6:00PM SIX DAYS A WEEK

**JOHN  
BORWELL  
CYCLES**

Touring and Racing Bicycles Specialist

Mountain Bikes Sales and Service

Wheelbuilding

Accessories and Clothing

All Repair Work Undertaken

119a Spencer Street  
Norwich NR3 4PF  
Tel: Norwich 787736

Ask for Iain or Jason

FOR QUALITY PRODUCTS AND EXPERT ADVICE  
FROM A FAMILY BUSINESS

**BRYANT'S CYCLES**

Established 1918

17 ST. BENEDICTS STREET  
NORWICH NR2 4PE

TELEPHONE: (01603) 621140

**SALES**

**SERVICE**

**REPAIRS**



# BIKEWATCH SCHEME

Norwich Cycling Campaign has the possibility of some fundraising from NACRO under the 'Safer Cities' scheme, to set up **Norwich Bikewatch**. This proposal is designed to combat cycle theft which, with over 1,000 bikes reported stolen so far this year, is reaching epidemic proportions in Norwich.

The scheme, which will be run from our office has these features:

- Voluntary registration of cycles. Registrants bike details

will be held on a database. The police will let us have details of cycles recovered and we will try to reassociate them with their owners. A similar scheme in Oxford has led to 30 in 100 bikes reassociated, compared to just 3 in a 100 nationally.

- A regular list of stolen bikes will be sent to cycle shops, auctioneers, etc. Shopkeepers will also be able to contact us if they think a bike they are being offered is stolen.

• Bikewatch Wardens will be set up in areas of high cycle theft (e.g., the Golden Triangle, Mile Cross and Bowthorpe) who will receive lists of bikes stolen in their area. They will then use their local knowledge to try and find them.

The scheme is still in the concept stage at the moment but has the underlying principle that if you make it difficult to dispose of a stolen bike, then it becomes less attractive to steal it in the first place.

*Les Hopkins*

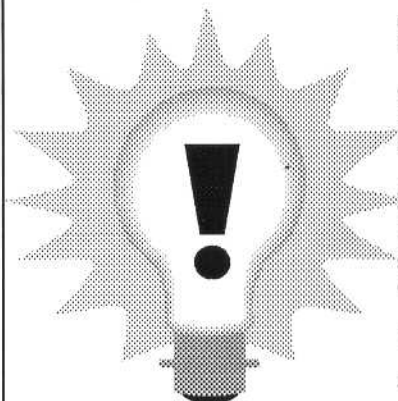
## Welcome to new members

*Allan, Lia,  
Annie Masson,  
J. Couch,  
John Rutherford,  
Luke Moseley,  
Vera Neave,  
D. Fanning,  
Christopher  
Dunlop,  
P. Adcock,  
Lizzie Robertson,*

*And a special  
welcome  
to the  
Women's Outdoor  
Pursuits Group!*

The views and opinions expressed in this newsletter are solely those of contributors and are not necessarily those held by the Editor or Norwich Cycling Campaign. News items are printed in good faith as reported to us - we shall not be held liable for their accuracy.

## A great idea!



Secure cycle parking - FREE!

All you have to do is ask for it, and the more you do, the more chance of getting it!

To be as effective as possible in this we now have some very useful **CYCLE PARKING REQUEST** cards, provided as part of HNBW and CTC publicity.

Simply fill in the details on the card asking for secure cycle parking where YOU want it, and send it to the relevant Council department, your employer, school, supermarket, leisure centre, etc.

More cards are available from the Campaign office.

Please **BE PART OF THE SOLUTION** and use them.

The more you ask, the more you'll get!

## 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!

## Next meetings

*18th Oct  
15th Nov  
20th Dec*





# LOCAL NEWS



## Bike Bits are go!

The Reconditioned Bike Bits Stall on Hay Hill is now a regular monthly feature after the successful initial 'go' on June 12th in National Bike Week.\* It also offers NEW surplus stock.

The stall made £25 profit on July 17th and £16 profit on August 18th.

As long as the stall is in profit (i.e., does not cost the Campaign anything to run), then we consider it very worthwhile, principally as it provides a public 'forum' for the Campaign. Many Newsletters were given out during National Bike Week along with membership forms. Also, enquiries have led to the sale of one or two reconditioned bicycles, again raising money for the Campaign through the Cycle-Recycle scheme.

The stall is not booked for September but we have it on October 19th (Thursday). Nigel Howard and Mike Savage run the stall and are always looking for more stock. Bike bits are retailed at approximately half the 'new' price. We will take bits from Campaign members and sell them on a 50:50 basis so that the Campaign makes 50% gross profit. Any unwanted new parts can be sold on a 75:25 basis (Campaign makes 25% profit). So clear out your garages and sheds! Telephone Nigel Howard on Norwich 502188 for free collection. More volunteer help is needed on the stall - just an hour of your time would be an enormous help (and you'd enjoy it!).

The stall will operate from 8:30am till 5:00pm on October 19th. Please ring Nigel to offer your help. Thank you.

\* Erratum in last Newsletter, page 3: £140 was the stall takings (including 2 bicycles). The nett profit (after stall rent, parking and stock costs) resulted in £60 being added to Campaign funds.



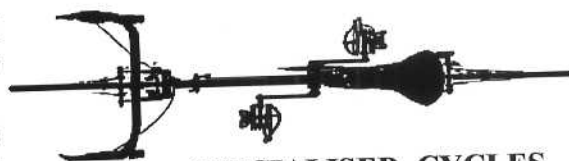
## Bike shop swap

**Two of our 'members-recommended' bike shops have recently had a change.**

Specialised Cycles, run by Steve Holland, has moved from 120 Cambridge Street to larger premises at 80 Connaught Road. And Unicycle, run by Chris Brown at the UEA, has taken over the shop at 120 Cambridge Street, trading there as Whippet Cycles (after the 1880's full-suspension cycle - I bet you all knew that!)

With the extra space at Connaught Road Steve will be able to expand the business, including more lines and increased service and repair work. Steve tells us that he is now the exclusive local agent for Bob Jackson framesets, one of the UK's best custom builders. He is also the local agent for the amazing Brompton folding bike which is truly a wondrous thing.

Specialised Cycles hours are Mon-Fri, 8:30am - 6:00pm and Saturday 9:00am - 5:30pm; the phone number is Norwich 665668.



**SPECIALISED CYCLES**

Chris Brown will continue to run Unicycle at UEA on Tuesdays and Thursdays (10:00am onwards) as well as his new Cambridge Street shop. He hopes to offer a repair service on everything from penny-farthings to the latest ATBs. Chris specialises in older bikes, has a selection of



**WHIPPET CYCLES**

hard-to-come-by spares, and is well known locally as our knowledgeable collector and restorer of vintage machines. Expert advice from Chris is always free. He can also do dating and valuation of old or antique bicycles.

Whippet Cycles will be open 10:00am - 6:00pm on Mondays, Wednesdays, Fridays and Saturdays. On Tuesdays and Thursdays (during term-time) he will be at the UEA as before. His phone number is Norwich 630576.

Having known both these repairers for many years, I can highly recommend them.

LH

Norwich Cycling Campaign would like to take this opportunity to wish Specialised Cycles and Whippet Cycles every success in their new ventures.

# NOT FAYRE



There has been some confusion over the reasons for the last minute cancellation of the Rockland St. Mary Cycle Fayre which was due to take place in National Bike Week. Here's what really happened.

In January this year, when the idea of the Fayre was first proposed, we approached the Rockland Playing Field Committee, explaining what we planned to do and specifically asking for permission to build a well-managed campfire which would provide a focal point for the whole event.

That committee decided that there would be no problem as long as the turf was removed, the fire buried and the turf relaid. This we agreed to do. At the same time, we wrote to the Parish Council informing them of our intentions.

At no time did we ever receive any indication from the Parish Council that there was any problem. Indeed, one of our members sits on the Parish Council and would have been the first to know of any local opposition.

It had been our intention to build this Fayre up, over the next few years, into a major national cycling event (along the lines of the Mildenhall Rally) which would undoubtedly have been a considerable benefit to local traders.

Just three days before the event, the Parish Council were persuaded, by Cllr. Franzen, that we should not be allowed to have the campfire. Presumably he felt that this would encourage hordes of rampant new age travellers who would terrorise pensioners, kidnap children, allow their dogs to savage local livestock, and bring enough drugs to turn their village into a rural Marrakesh!

The campfire was THE integral part of the whole Fayre. Without it we could have neither the Campfire Ceilidh nor the Campfire BBQ. All we would have been left with would have

been a beer tent in a field!

Incidentally, to answer another of Cllr. Franzen's objections, insurance had been arranged via HNBW head office, giving up to £2,000,000 (two million pounds) public liability cover - not just for the Fayre, but for all our events that week.

As a result, we made the decision to cancel the Fayre.

It is extremely regrettable that Rockland St. Mary Parish Council could not get their act together and discuss the fayre earlier than three days before the event. Had they done so we may have been able to resolve some of the problems they envisaged.

It is with even more surprise that I find that Peter Franzen is not even an elected councillor, having forgotten to send in his nomination papers and only being on the committee by virtue of being co-opted on by his mates. It is highly unlikely that you will read the real reasons for the cancellation in the local press as Cllr. Franzen also happens to be the Editor of the EDP.

As a result, Norwich Cycling Campaign have lost a substantial amount of income (which, as a voluntary group we can ill afford) and have had to cancel our first event in nearly eleven years. Nothing like small-minded petty village bureaucracy is there? Nice one, Councillor.

PS On the Sunday a motley collection of "new age travellers" made their way to Rockland on the Breakfast Ride. These included two paramedics, Broads Authority staff, a former naval officer, a retired senior Anglia TV executive and myself. Alright, I admit it, I used to go to rock festivals in the sixties and seventies. Perhaps it was me Cllr. Franzen meant!

*Les Hopkins*

## Contribution deadline

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

## 'Come and Try It!'

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

### • 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.

## BICYCLE HIRE



**YOU:** Pay the indicated PRICE (bicycles from £30)

**WE:** BUY BACK the bicycle for:

75% of the price after 4 days  
60% of the price after 3 weeks  
50% of the price after 6 weeks  
40% of the price after 12 weeks  
30% of the price after 6 months

Phone Nigel on  
Norwich 502188 (Ansaphone)

Hire cycles are GUARANTEED for the duration of the hire period (except for punctures and accident damage) to a maximum of 12 weeks. All profits go to Norwich Cycling Campaign.

# Where next ?

## Your views are vital

You may know that the Secretary of State for Transport has recently published a series of questions for public debate on future Government transport plans, entitled '*Transport: The Way Ahead*'. Perhaps it might be appropriate if the Cycling Campaign were to do likewise, under the heading '*Cycle Campaigning in Norwich: The Way Ahead*'.

At the August meeting of the Management Committee we spent some time considering this issue, arising out of the need to review our present funding position. Norwich Union's generous sponsorship of our city centre office will be coming to an end in December and they've given us advanced notice that they won't be able to renew it.

We are therefore actively seeking other organisations willing to fund us, and we shall almost certainly need to find such a body soon if we are to retain the office into 1996. (Note that subscriptions are used to fund the campaigning work itself). We will also need more volunteers if we are to develop the office into a 'cycling information centre' as intended.

So why the need to question our future direction? Chiefly because we recognise that most (if not all) of the

original objectives of Norwich Cycling Campaign when it set up in 1990 have now been achieved, or are at least on the way.

With regard to local/national policies, 'the boulder is now rolling', and we can rightly claim to have played a part in finally getting it going. Our problem is that having repeatedly thrown ourselves against that boulder in the past, it's less easy now to make out clearly the obstruction to push against.

Changing metaphors somewhat, if there are still areas where we should continue to be a thorn in the flesh of local authorities, what precisely are those areas? If, on the other hand, our future role is working with official bodies in a monitoring / consultation / advisory role, then why should we be doing it for free?

Or do we perhaps now need to re-focus our campaigning on the quality of cycle facilities (e.g. giving serious priority to cyclists) rather than merely welcoming the quantity of new schemes being planned? Or is there some other area needing emphasis?

The Campaign would very much benefit from hearing YOUR views on these issues over the next few weeks – so please speak to us, or better still, write into YOUR newsletter and share in the debate!

**Matthew Williams**



Mike Savage (above) reports on a great day out for 600+ cyclists . . .

## The Norfolk Bikeathon 95

Perfect weather, slick organisation, and a massive turnout of over 600 cyclists combined to make the Norfolk Bikeathon a highly successful event. Held on September 10th, a potential £30,000 was raised by the event for the Leukaemia Research Fund.

The modest £3-50 entry fee provided each entrant with a cotton tee-shirt, free soft drinks en-route, a sag-wagon, ambulance back-up, and a nice medal at the finish accompanied by a round of applause. These goodies were provided by the various corporate sponsors of the ride including Barclays Bank and Fujitsu.

On arrival, the Showground entrants were checked in by young ladies with laptop computers. After a quick look at a display of hi-tec bikes (including the world high-speed roller record breaking machine) the ride started led by a small cluster of repro 'Ordinary's, various other unusual machines and several recumbents.

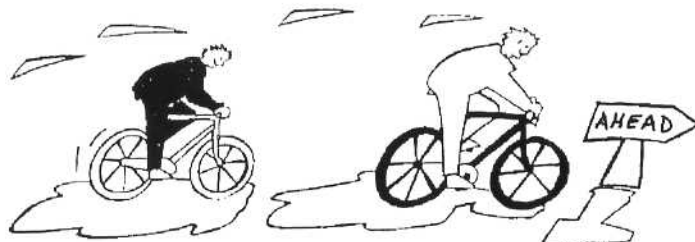
The mass of riders set off over the next hour or two. The sight of a seemingly endless column of white tee-shirts snaking across the Norfolk countryside was most impressive.

The twenty or so gears sported by most of the entrants were quite superfluous on the gently undulating 26-mile course which I completed in a disgraceful 2½ hours (three of the stopping places en-route were pubs!).

Motorists along the route were very considerate – no doubt they could see we were riding for charity.

Several entrants went round twice and one of these young blades flashed past me on his second lap just before I reached the finish.

The morning was rounded off with a free hamburger and a drink among hundreds of cyclists (including several members of Norwich Cycling Campaign). Altogether a most pleasurable experience!



A new '*AHEAD*' sign has been put up at waist height on the wooden post at the Rowntree-Mackintosh end of the Chapelfield cycle track. Has anyone caught their handlebars on it yet?

If you have, please let us know at the Campaign office.



# RAGE AGAINST THE MACHINE

**Drivers fury is misdirected at cyclists**

*Les Hopkins*

**A**n item in the local press caught my eye recently. A driving school is now offering lessons to drivers who suffer 'road rage'. The article featured one of the school's clients who, when stressed, would leap from his car and threaten the nearest cyclist.

This character is not unique. In Newsletter 18 we reported how local motorist David Howman was fined £500 (plus £373 costs) and banned for a year for deliberately knocking a female cyclist off her bike after she had the temerity to cut in front of him at a red traffic light (an action which is being encouraged by the introduction of advanced stop lines for cyclists).

There are many theories about 'road rage', so here's mine. The whole ethos of the motor car is based on freedom and convenience. The wind in your hair, the thrill of the open road, your best girl by your side, are images that are constantly reinforced by TV and magazine adverts. As a result, motorists are psychologically attuned to this freedom and it has become entrenched in their attitudes. What happens then, when this

'freedom' is inhibited - e.g., by a traffic jam. Stress levels go up and the hapless motorist either puts up with it philosophically or tries to gain advantage over other motorists.

How many times in a motorway traffic hold-up do you see cars switching lanes because they think another lane is moving faster - even though they can see that the traffic is stacked up for miles.

Imagine then, on ordinary roads, their reaction when a bike (which they naturally regard as an inferior form of transport only used by students, DSS claimants, and eccentric old men with leather saddles and saddlebags!)



sails past them in a traffic jam, truly unfettered, the cyclist blissfully unaware of the congestion behind him? Stress levels hit the roof and all their anger and frustration is directed at those they see stealing a march on them, i.e., the innocent cyclist. But what happens when these motorists are reported to the police?

Often nothing. Over the years I've heard of a variety of excuses from the police for not following up reported harassment. "I'm sorry, there were no witnesses". "I expect it was six of one and half-a-dozen of the other". "Well, you're not hurt, are you?" Even "Well, I expect you were in his way".

Occasionally a high-profile case will exact something like an appropriate penalty. The drunk driver who mowed down and killed a Swindon father did receive the maximum sentence allowed - and quite rightly so.

However, in the majority of cases, unless there is overwhelming evidence to the contrary, the police will accept the driver's version - that he didn't see the cyclist, that the cyclist didn't have his lights on, that it was only an accident - not intentional.

In my view anyone who deliberately aims a ton of steel at a vulnerable cyclist, for whatever reason, should be charged with attempted murder and should never be allowed to drive again.

Then they can get on their bikes and see what it's like.

## **Cyclists to get a free lunch?**

The City Council are to consider having regular 'alternative travel to work' days, on which staff will be encouraged to walk or cycle to work

rather than drive. Exactly what form this 'encouragement' would take is not clear.

There are a number of options: cash (always popular!), loans to buy bikes, mileage allowances that are better than the car rate, even a free lunch for those

who cycle. As yet no details have been worked out; they are merely establishing the principle at this stage.

However, it is a welcome initiative and the Council are to be commended on it.

# Off the rails

Can you get your bike on a train by the 21st century?



Have a look at page 8 of Newsletter 118 wherein we printed Andrew Cannon's letter to John Peacock, Station Manager at Thorpe Station.

You'll see how Andrew expressed so well the frustration we all feel at BR and now 'Anglia's inability to run trains the way many of us want. You'll agree that many valid and totally relevant points were made clearly, and that questions were raised that must be answered by Anglia before we can even begin to give their policies any credibility at all.

An unbelievably unhelpful reply came, not from Mr. Peacock, but from 'Customer Relations' at Ipswich Station. It was a typical fobbing-off from a department that didn't understand the question and doesn't care what the answer is. Here's their letter just for your amusement:

*"Dear Mr Cannon*

*Thank you for your letter of 29 June addressed to the Station Manager at Norwich, which has been passed to me for response.*

*Since Anglia took control of the local services in April we have tried to be more lenient with our Policy on the Carriage of Cycles on trains.*

*The difficulty is that on these services we have one carriage and two carriage trains. Both these trains are used on all services at both peak and off peak times. Therefore the policy had to be geared to the train with the least amount of storage space. This being the one carriage train.*

*On services which are predominately operated by a two carriage train such as the Norwich to Lowestoft and Great Yarmouth line, we will allow, at off peak times, three cycles.*

*As you will be aware if you have travelled on our services recently, we no longer operate the trains with the Guards van. Some of these were over*

*30 years old and needed to be replaced.*

*We are keen to address the problems of specific groups of travellers, for example, we have installed portable ramps for our disabled customers, on our local services. We are now in the process of putting together a team of staff who will be looking at the problem of space for cycles on our local trains.*

*Thank you for taking the trouble to contact this office.*

*Yours sincerely, Pat Johnson, Customer Relations"*

Well now, I'll bet you spotted words and phrases like:

*'...local services...' '...services...' '...more lenient with our Policy...' '...we will allow...three cycles.' '...if you have travelled on our services..' '...we no longer operate...the Guards van.' '...needed to be replaced.' 'We are keen to address the problems...' '...local services.' '...problem of space for cycles...'*

And I'm sure you too will be wondering just what all these 'services' are. You may be wondering if a 'lenient policy' would be better applied to schoolchildren or villains, and if a massive THREE bikes will cause the train to break down. You may want to know WHY the Guards vans have not been replaced – either by new ones, or better still by a purpose-designed cycle and rider carrying coaches like those in continental trains.

You might also be offended by the way that virtually none of Andrew's important points have been addressed.

Like the ludicrous 'reservation system' that means you have to be an accomplished weather forecaster or miss out on a pleasant spur-of-the-moment coastal or countryside ride. If

you'd like to bike from Sheringham to Cromer and back on a nice day you should consult with Mystic Meg before leaving Norwich. But don't forget to book in advance AND pay £3-00 each way. But if you're taking the family cycling it will cost you more money than half a tank of petrol, so the car wins again.

Can you figure out the use of the word 'services' so often? I'm not convinced that Anglia are actually prepared to provide the ones people want. They seem keen to avoid Andrew's most important topics, like:

- the unhelpful and cycle-unfriendly attitude of train staff;
- the impossibility of commuting reliably using train AND bike;
- baffled foreign visitors who fully expect to take bikes on trains as a matter of course, as on the continent;
- railway-promoted bicycle hire at railway stations, as on the continent;
- encouraging cyclists to drive 25 miles before starting their bike ride because it's cheaper and more reliable than the train (thus losing revenue);
- a non-sensical 'bike reservation' scheme that is costly and alienating;
- refusal to generate much needed revenue by denying MANY potential customers access to an essential means of transport.

This dreadful attitude on the part of 'Anglia' has no place in the 20th century and here we are approaching the 21st.

## Action point



Please read Andrew's letter again, pick just one point and DEMAND that Anglia give you a satisfactory explanation. Ask just WHEN they will improve (or even begin to provide) a service that is of use TO YOU and which will attract the customers they need but just don't come because of Anglia policies. Write to either: Mr John Peacock, Station Manager, Thorpe Railway Station, Norwich; or: Customer Relations, Ipswich Station, Burrell Road, Ipswich, IP2 8AL. They owe you an explanation.

JK





# Sustrans wins Millennium Award

## National Cycle Network to go ahead with £42,500,000 grant

THE NATIONAL LOTTERY

**T**he really big news for cyclists and walkers is that the Bristol-based charity Sustrans (who build cycling and walking 'Paths For People' along disused railway lines, etc) has been awarded £42.5 million from the Millennium Commission to construct the National Cycle Network.

We spoke to Sustrans publicity officer Philip Insall just a few days after the announcement. Originally Sustrans had bid for £37million but the Millennium Commission pointed out that Northern Ireland was not included. Sustrans agreed and an extra £5.5million has now been allocated for Northern Ireland routes.

The £42.5million will pay for the construction of the 'core'

route which should be finished by the year 2000. By then plans will have been made for the remainder of the network (including Norfolk) which should be constructed by 2005. Funding for the remainder will come from a variety of sources, like the Dept. of Transport, local authorities, external sponsorship and grants (Derelict Land Grants, for example).

A point that Philip made very strongly was that there must be a uniform national standard of construction for the network, i.e., standard widths, proper asphaltting, cambering and draining. It would not be acceptable for local authorities to do it 'on the cheap' by using substandard surfaces or materials. As he put it: "It would reflect badly on the Millennium celebrations if a route returned to mud by the year 2000".

Sustrans are currently persuading the Dept. of Transport to instruct local authorities to adopt uniform standards - County Hall please note!

The total network will cost some £183million and will undoubtedly be the biggest boost for cycling since the invention of the Rover Safety Cycle. John Grimshaw and his colleagues deserve a huge accolade for their vision, persistence and persuasive abilities.

Mike Savage  
welcomes you to his Monthly  
**BIKE REPAIR WORKSHOP**  
at 51, Grove Road.  
Warm clothing is advised as  
there's no heating, but bike  
repair novices are assured of  
lots of very useful help and  
advice freely given by  
a friendly expert.  
Ring Mike for more details on  
Norwich 612880

## Classified advertisements

### For sale: LADIES BICYCLES

3-speed gears, 19 inch and 21 inch frames. All are 'Dr.Bike' checked with 3 month guarantees. From £35. All profits to Norwich Cycling Campaign. Phone Nigel Howard, Norwich 502188 (Ansaphone).

### For Sale: TWO MICHELIN TYRES

Both are 700mm dia. One has never been used (bought in error) and is a bargain at only £6:00 (they retail around £15:00). The other is almost new and is for sale at only £4:00. Both can be had for £9:00.

Tel Norwich 664720

### For Sale: DRAWING BOARD

A large, (34" x 41") professional drawing board by 'Angula'. Robust construction with parallel motion and sub-frame with locking movements. VGC, £40 ono.

John King, Norwich 451015

OK, I know a drawing board is not a cycling item, but this is:

### For sale: SPORTS BIKE

Gent's bike, small frame, alloy drop-bars and other 'racing' fittings. Needs a few small repairs. Only £15

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 October*

# Sustrans Routes

Phyll Hardie considers cycling ALL the Sustrans routes, and finds success and frustration along the way.

A couple of years ago, at Black Sail youth hostel in the Lakes, I met a lady who told me of her ambition to walk all the long-distance footpaths in Britain. She was well on her way to achieving this. Her ambition inspired me – why not attempt to cycle all the Sustrans routes in Britain?

I was already familiar with the Camel Trail in Cornwall, since this follows the River Camel from near my family home at St Breward, via Bodmin and Wadebridge, to the estuary at Padstow. This makes an idyllic ride along a former mineral railway track, and includes dense shady woodland, riverside, an impressively high metal bridge and, eventually, the sea. It is very popular with tourists, and local cycle-hire firms have not failed to exploit this.

Our recent summer holiday was planned around more Sustrans, and other, routes. We started by cycling the Kennet and Avon canal towpath between Pewsey and Bath – not a Sustrans route already appointed. This includes a 'staircase' of 29 locks and, fortunately, we were travelling in the right direction to take advantage of the long downhill section of the towpath.

At Bath the canal joins up with the River Avon. Seeing this lovely city from the aspect of its waterside cycle

route was certainly a change from the ordinary. It is here that one gets onto the Bath-Bristol railway path (15 miles), Sustran's first, constructed between 1979 and 1986.

This includes quite a long, cool (even cold) tunnel at Staple Hill, while at Bitton the route is shared with a railway preservation society. Since the route ends up right in the middle of Bristol, not far from Temple Meads station, it attracts many commuters as well as leisure cyclists. We met several school groups cycling with their teachers, as well as a Brownie pack doing some natural history.

After making use of the Wiltshire Cycleway and the Dorset Cycleway (both County Council initiatives) quite by chance we found ourselves on the Cuckoo Trail, another Sustrans route along the former railway track between Polegate and Heathfield, Sussex.

The 'chance' came about through conversation with a fellow hosteller at Alfriston youth hostel. He'd just cycled the trail, so along we went next day to try it for ourselves.

The route is heavily wooded for much of the way, giving deep shady tunnels, a blessing in the relentless heat of the sun. Again, this was very popular with leisure cyclists including



many family groups. A bell gives a necessary warning signal in such company.

So how did all this good quality cycling provision compare with what we have in Norfolk? Well, as usual, we're way behind the times. The nearest to it that we have to show at present is the Marriott's Way, and until this is adequately surfaced to allow cyclists other than mountain bikers to use it with comfort and safety it's a mean offering indeed.

Yet it has great potential, both as a commuter route, taking cyclists from the suburbs such as Hellesdon, Costessey, Taverham and Thorpe Marriott to the city centre, and as a tourist attraction.

East Anglia is due to join the 5,000-mile national cycle network by the year 2005 and much of the proposed route, along lanes and bridleways, is cyclable now. But key sections, like Marriott's Way, would be a great asset – their development should be given priority, not put off from one year to the next.

Meanwhile, for us – we'll be off to sample the Sustrans C2C (Sea to Sea) route next year!

PH

## ADVANCE NOTICE!

The Norwich Cycling Campaign AGM will once again be held in the Cellar Bar of the St. Andrews Tavern on Wednesday, 20th December from 7:30 to 9:00pm. This will be followed by our ever-popular Christmas Party!

**ALL Campaign members** are welcome at the AGM and your friends/guests will be welcome to attend the party. Please offer your help with the catering to Les on Norwich 664364.

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



Telephone: (01603) 624364

**TRADITIONAL ALES  
OLD ALES  
GRAVITY BEERS**

## The St Andrews Tavern



**FREE HOUSE**

4 St Andrews Street Norwich  
Telephone (01603) 614858

Your Friendly City Centre Local



ALWAYS AVAILABLE  
PLUS FOUR GUEST ALES

FOOD AVAILABLE 12.00 - 2.30  
AND ALL DAY SATURDAY

BICYCLE PARKING IN ENCLOSED BEER  
GARDEN

A WARM WELCOME TO ALL FROM MANIC  
LANDLORD & SOBER STAFF

**NORWICH'S OLDEST  
INDEPENDENT BREWERY**



**10 Dereham Road,  
Norwich**

- VAST SELECTION OF GUEST BEERS
- FRESHLY PREPARED ORIGINAL DISHES, NOON-3, 5-9PM DAILY
- SECURE CYCLE PARKING

**CYCLISTS WELCOME!**

## Hey, let's get together...



whatever the weather...and let's talk biking...if it's cycling you're liking...if you're a bike rider...don't be an outsider...be a decider...of important matters like paths and facilities...spare parts availabilities...street credibilities...what are your abilities?...cycling news, your very own views, Newsletter reviews...don't hide from a mass cycle ride...take a pride in being a member...this September, October, November, remember...your subscription helps us to help you so renew in December...and when you do...introduce someone new...you know that you will benefit too...to raise cycling awareness and increase cycling fairness...on road, path and track...never look back...things will be better...make sure of

your Newsletter...members get it free...otherwise it's 50p...so you see...with Norwich Cycling Campaign...lets make it plain:  
Join us now and **BE PART OF THE SOLUTION!**

### Annual subscription rates:

Individual (waged) ..... £9  
Individual (unwaged) .. £4  
Family ..... £15  
Donation ..... £

Please make  
cheques/POs  
payable to:

NORWICH CYCLING  
CAMPAIGN  
(sorry, credit cards  
can not be  
accepted)

## I would like to help with:

- |   |   |
|---|---|
| <input type="checkbox"/> Cycle surveys          | <input type="checkbox"/> Rides and events       |
| <input type="checkbox"/> Self-help repairs      | <input type="checkbox"/> Fundraising            |
| <input type="checkbox"/> Typing/word-processing | <input type="checkbox"/> Other (please specify) |

## Are you getting it regularly?

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



Members get it for free!

**Norwich Cycling  
Campaign really  
works for it's  
members - join us  
now and be part of  
the solution! Here's  
how:**

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

## Yes, I'd like to join in!

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 £

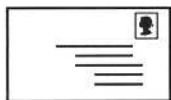
Thank you

Name \_\_\_\_\_  
Address \_\_\_\_\_

(Postcode) \_\_\_\_\_



## Contacts



**Norwich Cycling Campaign**  
38 - 40 Exchange Street,  
Norwich, NR2 1AX



**Telephone (01603) 664364**  
**Fax (01603) 761645**

### NEWSLETTER EDITOR

*John King* ..... 451015

### CAMPAIGN CO-ORDINATOR

*Les Hopkins* ..... 415544

### CAMPAIGN CONSULTANT

*Matthew Williams*. 503737 (W)

### TREASURER

*Nigel Howard* ..... 502188

### MEMBERSHIP SECRETARY

*Hans Hoffbauer* ..... 664206

### 'COME AND TRY IT' ( 'CATI' )

#### RIDES ORGANISER

*Phyll Hardie* ..... 435547

### NORWICH CITY COUNCIL

#### CYCLING OFFICERS

*Andy Watt (Policy)*

(City Hall) ..... 212515

*Tim Mellors (Design)*

(City Hall) ..... 622233 ext 2538

### NORFOLK COUNTY COUNCIL

#### CYCLING OFFICERS

*Rob Marshall*

(County Hall) ..... 222230

*Nick Tompkins*

(County Hall) ..... 222233

### NORWICH CITY COUNCIL

#### CYCLE FORUM

Chair:

*Cllr. Julian Swainson* .. 618768

Vice-Chair:

*Matthew Williams*. 503737 (W)

## KEEP SNAPPING TO WIN A MYSTERY PRIZE!



*We love your photos, and now there's plenty of time in which to enter!*

Now it's even easier to win the special mystery prizes that are waiting for you. There's loads more time! So get your camera out and get snapping.

When you are out and about this autumn, 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. Prize-winning pictures will be published in the Newsletter.

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 at the AGM (see page 10). The closing date for entries is now November 30th.

Here's one of the entries received so far. It was taken by Mike Savage at the official opening of Whippet Cycles.



Campaign Treasurer Nigel Howard (left) launches Chris Brown's new Cambridge Street enterprise *Whippet Cycles* in true alcoholic style. The shop was previously the home of Steve Holland's *Specialised Cycles* which can now be found in Connaught Road. Chris, seen emerging from his new basement bike store proudly displays one of the old bikes in which he specialises, while Campaign Co-ordinator Les Hopkins looks longingly at the liquor. See 'Bike Shop Swap' on page four.