

Norwich Cycling Campaign

Newsletter 21
Spring 1996

*the focus of
city pedal power*

price
50p

**free to
members!**

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

LORD MAYOR TO LAUNCH BIKEWATCH SCHEME

The Lord Mayor will officially launch Norwich Cycling Campaign's new scheme NORWICH BIKEWATCH on Saturday 1st June 1996 by being the first person in Norwich to have his cycle registered under the scheme. The launch date has been chosen to tie in with National Bike Week which also begins on the 1st of June. Full details of the Bikewatch Scheme will appear in the National Bike Week edition of the Newsletter and will include a registration card which can be returned to us by Freepost. Naturally we hope all our members will take advantage of this scheme which will aid recovery of their bicycles should they be stolen.



Editor's column

This Newsletter is the first issue of 1996 and will be followed by three others this year. We have decided that, for this year at least, Newsletters will be issued quarterly.

This means that the next edition will be out just before National Bike Week. If you have any ideas, contributions or offers of help, we would be delighted to receive them. Any items for publication would have to be with us by the end of April, though. Thanks, *John King*



CYCLING WITH STILE!
*Is it a military exercise?
An assault course?
Or ?
See page 9 for the answer.*

In this issue:

- Operation Neon provides lots of advice 5
- Trains, buses, taxis and cycle lanes 8
- The National Cycle Network in Norfolk 10
- Your limerick can win you a Little Red Book ! 12

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

NORWICH CYCLING CAMPAIGN

**RECONDITIONED
BIKE BITS
WAREHOUSE**

Possibly the largest collection in East Anglia!

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



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

Proceeds to Norwich Cycling Campaign

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

**WHIPPET
CYCLES**

Prop. Chris Brown

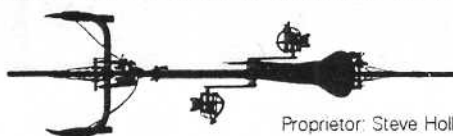
- Secondhand bikes
- Top quality repairs
- Accessories and spares
- Free expert advice
- Older bikes our speciality

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



Proprietor: Steve Holland

SPECIALISED CYCLES
80 Connaught Road, Norwich

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

ALSO MAVIC, CAMPGNOLO, ALESA, SHIMANO, SUNTOUR,
CARRADICE, FREEDOM BIKEPACKING, DT, STTT, CATEYE,
SIGG, ORTUEB, TRAILERBIKES, CONTINENTAL, PANARACER, T.A.,
CINELLI, TRELOCK, MKS. AND MANY MORE LINES.

Telephone / Fax: 665668

Open 8:30am - 6:00pm MON-FRI, and 9:30am - 5:30pm SAT

**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

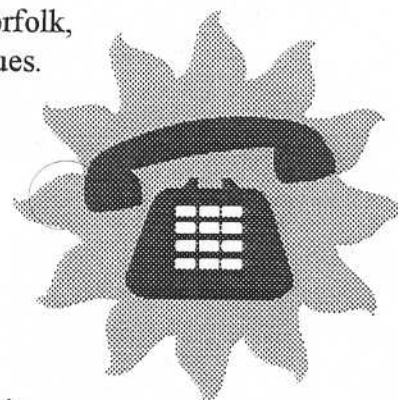
REPAIRS



What happened on the Phone-in?

Norwich Cycling Campaign has a regular phone-in slot on Radio Norfolk, where people are invited to pass on their comments about cycling issues.

On the last three occasions we have encouraged people to phone in with items that we wish to discuss, that is ones that are pro-cycling and that we've rehearsed the answers to, making us sound authoritative and expert! After all, what's the point of having a media opportunity if you don't manipulate it to your own ends?



THE CYCLING SEASON STARTS HERE!



Chenery Travel are running a coach to the BIKE '96 Exhibition at Olympia on Sunday 31st March 1996. The travel cost is £12 return for adults and £11 for children and OAPs. The coach departs at 8am from Castle Meadow and will return to Norwich at about 8:30pm.

This cost does NOT include admission to the event which is £6-50 (adults) and £4-50 (children 5-14). Advance admission tickets can be booked on their ticket hotline (01369) 707722 and give a reduction of £1-00 on the above prices. An information leaflet about the show should be enclosed with this Newsletter. Anyone who wishes to go should book direct with Chenery Travel but should mention that they are members of Norwich Cycling Campaign as we may get a group discount if substantial numbers of you book tickets.

On the most recent phone-in

however, not one member phoned in with anything remotely pro-cycling so myself, Phyll Hardie and Rob Marshall (Norfolk County Council's Cycling Officer), spent virtually an hour before an audience of some 200,000 listeners, arguing with pensioners about the rights and wrongs of pavement cycling. **THIS WAS A WASTED OPPORTUNITY!**

PLEASE NOTE: The next phone-in on Radio Norfolk is between 10 and 11am on Friday, 31st May 1996 – the day before the start of National Bike Week. PLEASE phone in with some pro-cycling questions. If you don't know what to ask about then contact me at the office. I will be able to suggest some areas that might be worthy of discussion. That way we can all be part of the solution!

Les Hopkins

Welcome to new members

We welcome John Mussett and Cynthia Kirby. Cynthia deserves a special mention - not only is she a very experienced cyclist and long-term member of the Cyclists Touring Club, but she has volunteered to undertake many of the office duties that the Campaign has generated. We are always in need of volunteers, though, and would welcome YOUR help. Please ring the office and let us know how you think that YOU might
BE PART OF THE SOLUTION!

Next meetings:

at the Campaign Office
7:30pm, rear entrance,
38 - 40 Exchange Street

*Feb 21st
Mar 20th
April 17th
May 15th*

Local News

Absolutely superb for cyclists

The Wensum Valley Cycle Path has now been resurfaced between Anderson Meadow and Hellesdon Mill and is now absolutely superb for cycling. There is also ample space for cyclists and pedestrians to pass each other comfortably. Congratulations to Norwich City Council who did the work. It will be an exemplary advert for the National Cycle Network route into Norwich.

Considerable benefit for cyclists

Work has now started on the installation of traffic lights and advanced stop lines for cyclists at the Christchurch Road junctions with Unthank Road and Newmarket Road. This will be of considerable benefit to cyclists using Christchurch Road.

No French wine for cyclists

Members who are interested in nuclear issues are reminded that the St. Andrews Tavern (see advert on page 11) is still refusing to sell French wine as a protest

against nuclear testing in the Pacific. So if you're in the city why not pop in for a beer!



A total disaster for cyclists

We were approached recently by the local branch of the British Motorcyclists Federation. They are seeking our support for a campaign to allow motorbikes to use bus/cycle lanes and advanced stop lines. They quote an experiment in Bristol as "successful", but which was "marred only by a very few cyclists who have seen fit to object".

We contacted Bristol Cycling Campaign and were told that the experiment was "a total disaster for cyclists".

They observed that the motorcyclists had little regard for speed limits, rode too close to cyclists forcing them into the gutter, and often wove into the bus lane from the congested outside lanes without taking notice of cyclists who were



already there. Women cyclists in Bristol found their presence particularly intimidating.

We have written to the BMF stating that we have not the slightest intention of supporting their campaign which we think is an absolutely appalling idea.

Incidentally, the six month experiment in Bristol has now been made permanent by the local council. This of course has nothing to do with the fact that several members of the council department that allowed the scheme are keen motorcyclists!

Important note: If any readers have anecdotal experience of harassment in a bus lane (whatever the cause and whoever caused it) – please let us know.



INTERNATIONAL WOMEN'S DAY Women only CYCLE RIDE

To celebrate I.W.D on **Friday 8 March 1996**, the Cyclists' Touring Club invites women* to a gentle 20-mile ride through the lanes, calling at a country pub.

Bring any bicycle (baskets and cobwebs welcome), some lunch, a waterproof, and wear whatever is comfortable.

Meet 10:30am at Martineau Lane / Bracondale roundabout.

Return by 2:15pm

Please phone Rieta for further details (01603) 432806

* non-members assured of a warm welcome!

"Bikes off – – lights on", say police

As 'Operation Neon' got under way in late January, Norwich police took a firm line with cyclists who rode illegally on footpaths and other pedestrian areas. Cyclists without lights also attracted lots of interest from the constabulary.

The month-long campaign by the police came about after they received numerous complaints about cyclists who fail to fit legal lighting to their bikes and who insist on riding dangerously on

pavements, forcing pedestrians aside. Much advice was given to cyclists of all ages and degrees of experience (whether they wanted it or not).

This 'advice' became very much more insistent when delivered to obvious wrong-doers – those who the police rather endearingly referred to as 'scallys with attitude'.

We are reliably informed by our local trade contacts that the police 'advice' was so persuasive that

city bike shops nearly sold out of cycle lamps in the first week!

Police sources tell us that some actual prosecutions were made and that more will follow if culprits continue to flout the rules.

And with the aid of the CCTV cameras now in operation in the city, we reckon that it is even more advisable to keep to the roads and be sure your lights comply with the regulations.

Byk – Klamp

A new device is set to clamp down on bike thieves and rid cyclists of the worry of where to leave their bikes.

The Byk-Klamp puts a solid steel stranglehold on the parts most cycle thieves want – the wheels and frame, and for added measure, anchors it all to the ground with bolts.

The device is designed for people who leave their bikes at places like railway and bus stations all day.

The idea was brought over from the USA by two Norwich brothers, Shapoor and Ardeshtir Naghshineh, whose Regional Car Parks Ltd. company is based on Riverside Road.

With more than 3,000 bike thefts in Norfolk alone between May 1994 and May 1995, the Byk-Klamp is already attracting much interest.

A spokesman for the company said that one reason why the hardened-steel Byk-Klamp will prove popular is because it takes up very little room. It is bolted down so it is virtually impossible to pull out of the ground.

The Byk-Klamp is also available in a model that includes a special secure compartment for cycling accessories like helmets. For more information, contact Regional Car Parks Ltd. on Norwich 767616.

WANTED !

Part-time help to establish and run a Cycle-Hire Network based in Wroxham.

Cycle maintenance and general duties, approx 4 hrs/week but may increase. Training available in cycle maintenance. Salary must be funded from business and will be low until business grows.

Own transport an advantage.

Phone (01603) 783096 day or 784620 eve.

Camelot Craft, The Rhonde, Hoveton, NR12 8UE

Police tactics wrong?

Reading about recent arrests of cyclists and football supporters I can't help wondering if our police are using the wrong tactics.

In an interview on the Radio 4 'PM' programme a Dutch policeman said that any officer who made an arrest was sent for therapy – on the basis that there must be something wrong with his technique. I found this a refreshing view, but sadly one which is totally at variance with the confrontational style of our local police.

Yours sincerely, David Cannon.

ADVANCE NOTICE

NATIONAL BIKE WEEK this year runs from the 1st to the 9th of June, and as usual Norwich Cycling Campaign will be putting on a huge range of bike related events during that week.

There will be Bicycle Breakfast Rides, a Bicycle Biryani Ride, Dr. Bike, social events, and possibly even a cyclists' garden party!

If you'd like to be involved in the organisation of the events please contact Les Hopkins at the Campaign office, telephone 664364.

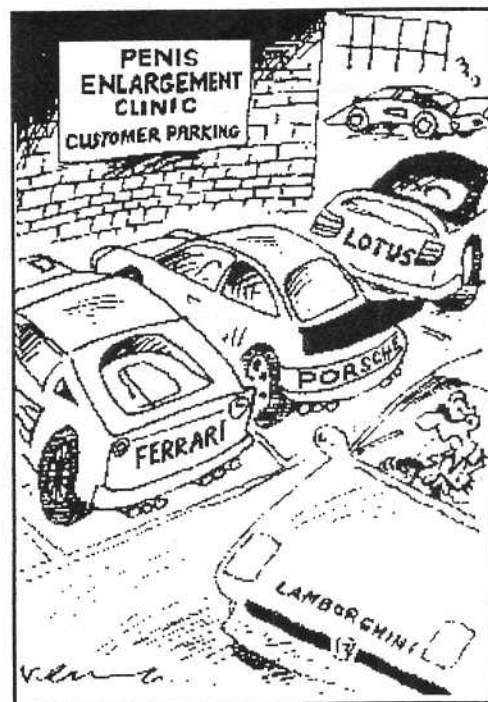
For whom the bell tolls – but not for cyclists!

The Department of Transport has recently drafted regulations that require all new cycles to be supplied fitted with bells.

This is in response to pressure from the public and particularly from MPs who feel that such legislation would 'improve the safety of cycling'.

A consultation paper on the subject has been sent to around 250 interested parties for comment, of which just three are cycling-related organisations. The other 240+ 'cycling experts' include Nuclear Electric, British Gas, Bendix Washing Machine Co., Safeway Supermarkets and about 40+ car manufacturers including penis enlargement specialists Lamborghini!

Our view, incidentally, is that a bell may be a civilised warning of approach on shared-use cycle/pedestrian paths, but in the noise of the rush-hour traffic you need something akin to the sound of a lorry-load of live pigs locking on its anchor brakes at 80mph to be heard.



That's a good idea!

Are you thinking about organising a cycle ride or event? Some members have asked if you could give some indication of the route and include definite (timed) stops or stages. The idea is that they could join the ride at points they might find more convenient and would not feel obliged to do all of the ride if they didn't feel like it. Some members reported last year that routes were planned which ran past their location which meant going into Norwich then back past their own house!

Other ideas:

- a ride that visits a number of railway stations (where we could ask about rail services for cyclists!)
- a summer evening ride visiting fish & chip shops (that's as good an idea as a cycling pub-crawl!)

The police and the Critical Mass Ride

You may have read David Cannon's *Letter Before Complaint* printed in Newsletter 20. In his letter, David described to the Chief Constable the police over-reaction to the December ride and their disgraceful attitude towards those they arrested so eagerly and towards other concerned parties.

David eventually received this reply from the Deputy Chief Constable:

Dear Mr Cannon,

I refer to your letter dated 3 December 1995, concerning the cycle protest held in Norwich the previous day.

As a result of numerous complaints received concerning the cyclists, who as part of their protest were continuously riding around the roundabout at the top of Grapes Hill thereby causing an obstruction and a danger to themselves and other road users, officers were deployed to resolve the situation. At that time the only officers available were mobile, hence there was no alternative but to use officers driving cars.

If, as is required by law, the organiser(s) had given notice to the police about the demonstration, my officers would have, as in the past, facilitated the protest.

I am sorry if the police actions were not to your satisfaction but we do not take sides and carry out our duties with fairness to both parties (cyclists and complainants in this instance) but in all cases my officers are obliged to act if offences are committed.

Yours sincerely

C. Sheppard, Deputy Chief Constable.

Norwich Cycling Campaign would like to thank Mr Michael Wolf of Onley Street for the use of his photos of the police arrest (page 10, Newsletter 20).

"I've got a bike - you can ride it if you like"

The musical musings of an ageing hippy

Les Hopkins

People phoning the Norwich Cycling Campaign office answerphone hear the "sorry, we're out" message prefaced by a snippet of bicycle related pop music - currently "Tour de France" by the German group Kraftwerk.

We try and change the music fortnightly so as to provide some variety and amuse our callers. Hopefully the message given is that, although we are a dedicated, serious campaign group, we're not averse to a bit of fun!

My interest in bike-related pop music began during last year's National Bike Week as I was putting together a music round for a cycling quiz to be used at a social evening. As I scoured round City record shops I was surprised at the variety still available.

Bicycle Race

The first one I tracked down was 'Bicycle Race' by Queen featuring the late Freddie Mercury. The lyrics will no doubt strike a chord with many cyclists - "I want to ride my bicycle. I want to ride it where I like".

Perhaps somewhat more questionable is the 'B' side, "Fat bottomed girls", which attracted some criticism from feminists when it came out in 1980!

As I delved further, other gems came up. I had always thought that "My White Bicycle"

was first recorded by Nazareth in 1975. However my search uncovered the original, recorded by Tomorrow in 1968. Their singer, incidentally, was Keith West, who went on to have a huge solo hit "Excerpt from a Teenage Opera" (You know the one - "Grocer Jack, Grocer Jack, Is it true what Mummy says, You won't come back....?"). And the rest. The Syd Barrett Pink Floyd song 'Bike' ("I've got a bike... You can ride it if you like... Its got a basket, a bell that rings, and things that make it look good"). Then there was the banal and sugary "Pushbike Song" by the Mixtures.

Les Bicyclettes

Finally, despite my being an aficionado of Led Zeppelin and Pink Floyd (showing my age) one of my favourites was 'Les Bicyclettes de Belsize' by, of all people, Englebert Humperdinck. Not because I'm a particular fan of Las Vegas tuxedo singers ("Here's a little song that you made into a hit", followed by orgasmic applause at the first refrain), but because of the film

of the same title - a half hour short following a debonair young dandy riding a shopper bike around swinging 60's London in pursuit of a blonde mini-skirted model, he, in turn, being followed by a bespectacled,



spotty little girl on a child's trike.

For me, this little film perfectly captured the spirit of London in the late sixties as I was coming up to my "O" levels. The whimsical, very English, songs and fashions, leafy London suburbs - a world away from the Mods and Rockers' violence that had preceded it and the spectre of unemployment and recession that was to follow. As far as I was concerned, the world was perfect. I was in love for the first time, I had money in my pocket, dope was cheap, the sun was shining, George Best was playing the best football in the country, and every week produced a future pop classic. And, like the lad in the film, I cycled everywhere.

Today, as I cycle around Norwich on a recently acquired 1969 Mk.II Moulton, mortgaged to the hilt and father to three demanding children, I am mentally transported back to those days and, for a while, everything is right with the world. I don't even feel anger towards the motorists clogging up the streets, one to a car, polluting the air with their exhausts - only pity for their sad lives.

Roll on summer!



BIKES ALMOST ON TRAINS!

Although Anglia Railways has an 'initiative' to raise its cycle-carrying capacity to four or maybe an astonishing SIX bikes per train, its project may yet founder for lack of cash!

On the right of this page is an extract from a letter sent to Norwich Cycling Campaign member Rieta Withane. We received a copy too late to actually write and 'support the initiative'. But frankly, we admit to puzzlement as to why we (or any other passengers) should be asked to support Anglia Railways bid for funding from the DoT in order to provide a service that should and could have been maintained before, during, and after privatisation. The railways are in the business of transportation are they not? And travellers requiring transportation pay handsomely for a reliable service do they not?

So why is it that Anglia Railways cannot establish an attractive service for cycling commuters *which has already paid for itself*?

Dear Rieta,

24th November 1995

BICYCLES ON ANGLIA RAILWAYS LOCAL TRAINS - LATEST DEVELOPMENTS

Thank you for your written contribution to our project to increase capacity for bicycles on local trains.

The Steering Group coordinating the initiative has developed proposals to modify both the two carriage Class 150s and the single carriage Class 153s. By redesigning one section of each train, it should be possible to safely accommodate six bicycles on a Class 150 train and four bicycles on a Class 153. The initial proposals are based around an idea used on the Continent, where the storage equipment is converted to seats when not being used to carry bicycles.

Detailed plans are now being developed for the modification of the trains, with a view to having a prototype in operation in Spring 1996.

Obviously a key factor in the whole project is funding, both to modify the trains and to further develop the initiative through better facilities for bicycles at stations and effective marketing of the improved service.

Positive and invaluable support is coming from Suffolk, Norfolk and Cambridgeshire County Councils. However, to ensure full implementation of the project as quickly as possible, further funding is necessary.

We have therefore submitted a bid to the Government for funding from the 'Cycle Challenge' initiative. Your support could add to the power and the impact of the submission, and therefore to its eventual success.

If you could write to the 'Cycle Challenge' office we are sure it could only help our cause. If we secure funding we should be able to meet many of those aspirations and improve the opportunities for taking bicycles on trains quite markedly.

Announcements are due in January, so please submit any letters of support quickly. Thanks again for your help so far and I will keep you updated on further developments. Yours sincerely

Jonathan Denby, Public Relations Manager, Anglia Railways. (Tel 0171-465-9009)

Take a taxi — in a bus lane?

David Cannon warns against this dangerous plan in his letter to Norwich City Council

FAO: Mr Richard Aughton, Director of Law and Administration, Norwich City Council, 11-1-96

Proposed use of Bus Lanes by Taxis

As a committed cyclist and occasional bus user and motorist I would like to make some comments on the above proposal.

I am concerned about the safety aspects of mixing more traffic with cycles in bus lanes. Taxi drivers are not renowned for their consideration of other road users in general and cyclists in particular. They drive at great speed, weave in and out of traffic and frequently cause me to take evasive action, so the thought of them actually being encouraged to do that in my cycle lanes may actually force me off my bike and into my car - which is rather counter-productive.

The documentation I have seen makes no mention of any research into the number of accidents and near-misses which occur in bus and cycle lanes at present, and no estimates of the expected figures after these measures are introduced. This is a very serious omission and I do not see how work can go ahead without this.

Short bus lanes (e.g., at Bowthorpe)

I can see the saving in mileage for taxis using the short bus lanes, but in Bowthorpe bus lanes I have been repeatedly forced off my bike by taxis hurtling through at high speed and leaving insufficient space for me. To make this action legal will merely encourage more of them to do it and increase the risk of accidents. If this measure is to go ahead then I suggest it should be accompanied by a 10-15mph speed limit.

Long bus lanes (e.g., Newmarket Rd)

I regularly use the Newmarket Road bus and cycle lane. When it was introduced it was a real haven for cyclists but it is really under pressure now, being used by motorcyclists, taxis and car drivers all intent on beating the clock and quite oblivious of the cyclists who are quite legally there. In addition I am frequently prevented from using the stretch of bus lane from Upton Road to the Ring Road because it is illegally filled with traffic wishing to turn left or go straight ahead at the roundabout. The police express no interest in this when I report it to them.

My concern is that permitting taxis to use these bus lanes will further reduce the differentiation or segregation of traffic and encourage more motorists, motorcyclists and even heavy goods vehicles to use the lanes - to the further danger of cyclists.

I occasionally use Newmarket Road as a motorist and it is quite alarming to be 'undertaken' at high speed by taxis who then cut in front of me. Buses keep to speed limits but taxis rarely do, so I am totally opposed to this proposal

General

There is a need for cycle-awareness training for bus driver and taxi drivers. Modern cyclists travel at 15-20mph and a lot more thought needs to be given to leaving space for them during and after overtaking - particularly when turning left immediately afterwards.

All in all I am opposed to these measures, but if you must introduce them please make them for an experimental period only, and conduct some monitoring of the situation. That way taxi drivers have the opportunity to prove that they can act responsibly.

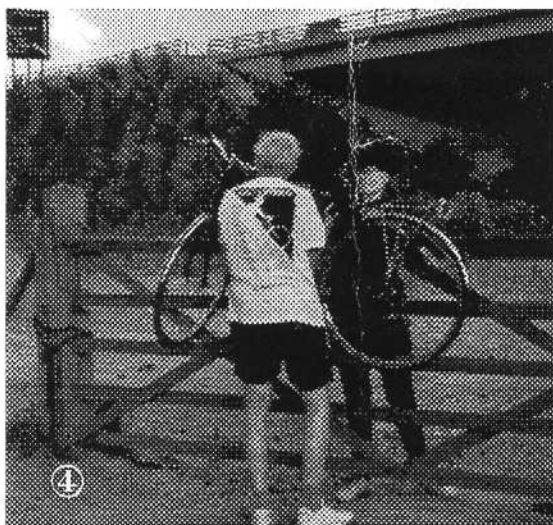
Yours sincerely, David Cannon.

Crossing the Yare by bicycle

One day, last year, Phyll Hardie and friends decided to go on a cycle ride. Their route meant crossing the river Yare using that great asset of recent times – the Southern Bypass. There were no access problems on the southern side, as photos ① and ② show.

When it came to the north side however, things were a little different. Long flights of steps (③, ⑥), a locked gate (④, ⑤) and a stile (front page) were among the challenges that were encountered by the brave band of local cyclists.

The Southern Bypass greatly benefits motorised traffic but intimidates cyclists by its speed and proximity. Note the motorcyclist bearing down on the cyclists in photo ⑦. And should one cycle on the footpath or with the traffic flow?



The National Cycle Network in Norfolk

Sustrans are currently undertaking a study for Norfolk County Council to identify and assess potential routes through Norfolk that could form part of national and regional long distance routes.

They are hoping for an early agreement for the Norfolk sections of the national network, so that works can start as soon as possible. The 'official' deadline is for the year 2005 but Sustrans hopes to see completion before the Millennium. The National Cycle Network a high profile series of local projects and Sustrans are particularly keen to hear your views on the Norfolk part of the plan.

To fit in with the network in

neighbouring counties, the route needs to include Gorleston-on-Sea and Great Yarmouth as well as Wisbech. It clearly should also include Norwich and Kings Lynn

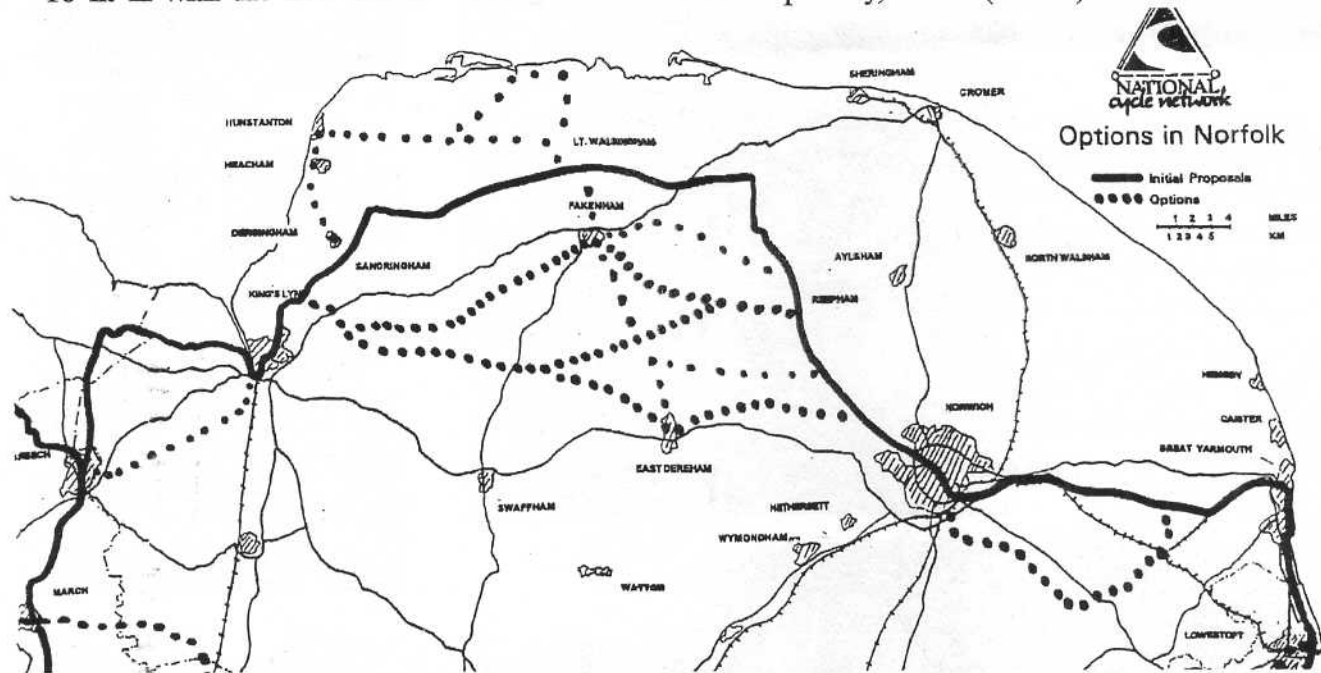
Sustrans PATHS FOR PEOPLE

(important urban areas and tourist attractions) and include quiet minor roads, disused railway lines, existing and planned cycleways, etc. The route does not necessarily have to be direct between towns as it is not expected to be primarily for commuters.

While keeping the completion of national routes as the priority,

Sustrans would also welcome suggestions for long distance (regional) routes. They are already considering, for instance, Bury St. Edmunds to Thetford, Fakenham and Well-next-the-Sea.

Sustrans are also looking for your views on other aspects of these projects – ideas for enhancements, advice on localised problems, sources of funding, etc. They would also be grateful for various forms of assistance if you feel you might be able to offer it. Write to Nigel Brigham, Regional Manager, Sustrans East of England, 33a, Westgate, Peterborough, PE1 1PZ. Tel. (01733) 319981, Fax (01733) 346902



Fat nation on bikes

Britain has become such a nation of couch potatoes that the National Forum for Coronary Heart Disease says that National Lottery money should be used to provide cities with cycling routes to raise standards of fitness! Notably, more children than ever before are becoming obese.

The pleasures of Cycletouring.....

"...like the night I spent watching the moon over the Annapurna Range. As dusk swept across the cold white peaks, the moon rose full and brassy, sliding into the heavens. it described a perfect arc for the next six hours before setting behind Machupachere when, just as the moon disappeared, a shower of falling stars streaked across the dawn and the

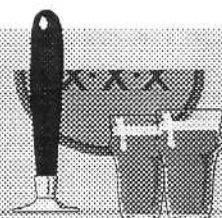
sun rose over the rim of the world, sending slashes of yellow light across the frozen sky.

I know all that because I spent the entire night squatting over a trench with my trousers round my ankles, courtesy of Amoebic Dysentery."

Mike Harding (Comedian)
Cycle Industry, 3/92

These are Norwich's best **CYCLE-FRIENDLY PUBS** !

- safe cycle parking
- a variety of real ales (some also have home-cooked food!)
- recommended by Norwich Cycling Campaign 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 12:00M - 2:30

**BICYCLE PARKING IN ENCLOSED REAR
GARDEN**

**A WARM WELCOME TO ALL FROM
MANIC LANDLORD AND SOBER STAFF**

The Alexandra Tavern

Telephone
(01603) 627772

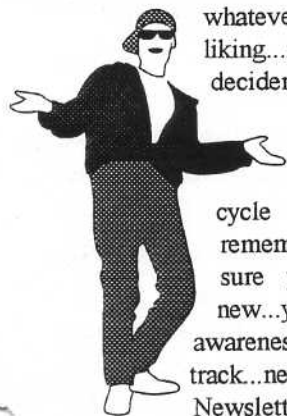
A first rate pub with a
good selection of well
kept real ales - open
all day, every day!

Real fire,
Real people,
Cyclists most
welcome !



**16 STAFFORD STREET
NORWICH, NR2 3BB**

Hey, lets 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...and please remember... your subscription helps US to help YOU so make sure you renew...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 its 50p...so you see...with Norwich Cycling Campaign...don't be left in the rain...let's make it plain:

Join us now and BE PART OF THE SOLUTION !

Annual subscription rates:

Individual (waged).....£10
Individual (unwaged).....£5
Family.....£17-50
Donation.....£

Please make cheques payable to 'Norwich Cycling Campaign'.
(Sorry, credit cards cannot be accepted)

I would like to help with:

- ☐ Cycle surveys
- ☐ Rides and events
- ☐ Self-help repairs
- ☐ Fundraising
- ☐ Typing/Word-processing
- ☐ Other (please specify)

Free and easy!

If you are reading someone else's copy of this Newsletter, or if you bought a single copy, remember that it can be delivered to you **FREE** and **REGULARLY** when you join Norwich Cycling Campaign. You can see just how **EASY** it is to be informed of Campaign activities. The Campaign really works for it's members so 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

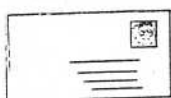
YES, I WOULD LIKE TO JOIN !

Please enrol me as a member of Norwich Cycling Campaign, and send a copy of the current Newsletter and other useful information.
I enclose my subscription of £ _____ *Thank you*

Name _____
Address _____

(Postcode) _____
Telephone _____ Date _____

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

Treasurer
Nigel Howard.....502188

Membership Secretretary
Hans Hoffbauer664206

'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: Councillor
Eammon Burgess...611195
Vice-Chair:
Matthew Williams..503284

"I was cycling one day in the town ..."

Tell us the rest of the limerick and win a prize !



Feeling poetic? Like to win a prize? Well, it couldn't be simpler – just complete the limerick which starts "*I was cycling one day in the town...*". Write it on a piece of paper and send it to the Editor at the Office address (shown at left). Be as serious or as silly as you like. The ones we like best will win copies of 'The Little Red Book of Bicycles' – the wonderful collection of cycling cartoons by Sergio Navarro. Good luck!

PICS WIN PRIZES !

LAST YEAR we asked for your cycling snaps and offered you mystery prizes. Your excellent response resulted in some very useful photo material for the Newsletter. Thanks to all who participated. The ONLY criteria applied in selecting the winning entries was their relevance to cycling and their potential suitability for Newsletter use.

THREE WINNERS were selected – each won a KODAK recyclable camera loaded with film. They were:

- Phyll Hardie (photos of the Southern Bypass cyclists' road-block)
- Matthew Williams (photos of road features and schemes)
- Mike Savage (various photos of cycle shops and Bikeathon 95)

HERE'S YOUR CHANCE TO WIN !

We shall run the same competition again this year. All you have to do is always carry your camera when cycling, take some bike-related snaps and send them to the Editor (office address above left).



You don't have to be a photographic wizard – we'd prefer interesting snaps to works of art! As last year, the prizes will remain a mystery till Christmas.

**BE PART OF THE SOLUTION
and GET SNAPPING!**

NORWICH CYCLING CAMPAIGN

38 - 40 Exchange Street Norwich Norfolk NR2 1AX

Tel (01603) 664364 - Fax (01603) 761645

MEMBERS NEWSLETTER

Just a short newsletter to keep you abreast of what's been happening locally since the last newsletter.

Motorbikes in bus/cycle lanes

You may be aware we've had a letter-writing campaign about this ridiculous idea in the Evening News. Information from one of our national colleagues, who sits on the Low Energy Transport Forum, is that Norwich was picked as part of a carefully co-ordinated campaign by the British Motorcyclists Federation to have motorbikes allowed to use not just bus lanes but also cyclists advanced stop lines. The BMF targeted Bristol first as they have about six members of Avon County Council planning committee who pushed the proposals through. They were led by councillor Martin Harding, who seems to have become a councillor with this as his aim. Norwich was picked as they thought there would be little opposition from the bus companies. They had obviously not thought about us and it's through our efforts that they've come unstuck.

Following persistent lobbying by us we have now been told by the County Council that whilst they are obliged to "consider" any proposals put to them by the BMF, they can, having "considered" them, completely ignore them and that is what they intend to do. So, the first round to us I think. However, in Alan H. Dale the BMF have a very persistent campaigner and it is unlikely that he will give up very easily. It is vitally important that the BMF's proposals do not attract more merit than they are worth (which isn't much!) so do keep the letters going into the Evening news opposing their proposals. Our line is that motorcycles already have considerable advantages over cars due to their smaller size and superior manoeuvrability in traffic and the minimal advantage they would gain by being able to use bus lanes would undoubtedly compromise the safety of cyclists for whom bus lanes are relatively safe haven.

In July, Transport Minister Stephen Norris will launch the **National Cycling Strategy** which is intended to spur a dramatic increase in the number of journeys made by bicycle. The strategy will specifically target the journey to school as ripe for a shift to cycling. Did you know that 20% of all rush hour car journeys are school related yet less than 5% of children take even the minimum regular exercise to maintain fitness.

It is not clear whether the strategy will be simply fine rhetoric or whether it will have something more positive (like money!) but Norris has certainly proved to be a revelation during his term of office and it is unlikely the Strategy would have got this far without him. And yes, I am aware he's a Conservative but credit where credits' due.

Work has now started on the **Daniel's Rd roundabout to Eaton village cycle path** by the County Councils contractors May Guerney and is expected to take about three months.

Secure cycle lockers are now in place in Bethel Street car park. They work like a left-luggage locker and cost 50p for as long as you like.

For any of those of you who stupidly cycle the wrong way down the one way section of **Magdalen St** between Magdalen Gates and Edward Street be warned. The police tell me they are about to have a purge on these cyclists following an accident when a blind pensioner was "splattered" across the road and quite badly injured by a young lad on a mountain bike.

Incidentally the same officer told me that they haven't bother to prosecute any cyclists using the Magdalen Street bus lane and apparently have no intention of doing so in the foreseeable future.

Recently one of our members children was nearly knocked off her bike by a car coming into the city along **Catton Grove Rd/Angel Road** on her journey to school.

The city bound carriageway of this road is supposed to be buses and bikes only during the morning rush hour. However the local councillor tells me that, on average, 160 motorists a day abuse this traffic regulation which is designed to provide a safe route for cyclists and give priority to the Airport Park and Ride buses.

So, how about some letters to the police from those of you who live in the area complaining about it and asking what the police intend to do about it and when.

20/03/96