

Norwich Cycling Campaign

Newsletter 23
Autumn 1996

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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.

After three years of writing to Friends Provident (the owners of Castle Mall) requesting cycle parking – and having most of our letters ignored – a little bit of public embarrassment has borne fruit.

Frustrated at having nowhere to lock her bike, Campaign member Julie Marshall decided to take her bike into the mall. She was ejected by a 'jobsworth', so she complained to us and to the Evening News. Shortly after the story below was published, we heard from a friendly journalist that those awfully nice Castle Mall people had agreed to install a number of racks outside the Castle Meadow and Timberhill entrances.

Castle Mall bike racks - at last !

We also received a letter from mall boss David Newton complaining that he found the tone of the newspaper report, and especially our pointed criticism of his mall, rather offensive! We replied that it may have been offensive, but it got results – which is more than our polite letters had ever done!

Mall to get cycle racks

CYCLISTS will soon be able to leave their bikes safely at Castle Mall.

The multi-million pound shopping centre has agreed to provide racks for cyclists after the Evening News highlighted the lack of parking facilities for bikes last month.

Cyclists branded the centre a 'dinosaur' for offering 1000 car parking spaces and not a single bike rack. The mall is now applying to set up 15 racks, three years after it opened.

Last month, centre

manager David Newton said that cyclists could chain their bikes to pavement railings at the Castle Meadow entrance and that bike racks were a city council problem.

But the council said the mall had not replied to the cycle-rack proposals which it put forward more than a year ago.

A planning application has been submitted by Friends Provident, owners of Castle Mall. Eight racks are planned for Castle Meadow Gate and seven for St John's

Plain. Mall managers have written to cycle campaigners, asking where they would like to see racks built, how many and what sort.

Norwich Cycling Campaign Co-ordinator Les Hopkins said: "I am pleased they have taken notice at last. We have told them exactly what we would like to see and we chose sites where racks could be extended if demand grew."

Campaigners who would like to see cycling considered as a serious

by KIRSTY RHODES

mode of transport in the city are pushing for rectangular Sheffield racks, designed to fit any bike.

Planning committee chairman Julian Swainson said: "It's nice to see a bit of public pressure has got a result. There is still a high percentage of people who rely on bikes for transport, including myself, and a lot more people would use them if there were facilities available."

Mr Newton was unavailable for comment.

EEN 14-8-96

► **FLASHBACK**
July 1, 1996

City cyclists dub mall 'a dinosaur'



In this issue:

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What's in a name?

**Co-ordinator's
column** 

The other day I was looking at the mountain bikes locked up on a city centre bike rack. As I was looking, a thought struck me - they all had names like Scorpion, Predator, StreetFighter, Nitro or similar. All very aggressive, macho, boy-racer types of names. So what, you may ask? After all, the mountain bike has undoubtedly been the main reason for the upsurge in cycling over the last ten years or so and has pushed bike sales from a mere 600,000 in 1970 to well over 2,000,000 new bikes last year.

In fact, for the last five years, bikes have outsold cars at a ratio of 2:1. So, why make a fuss if a bike has a macho-sounding name? If you were a thirteen year old boy and you wanted (your parents) to buy a sleek black MTB, which would you choose - the Halfords BlackKnight or the Halfords Sootybike? QED.

My argument is this: for many years now cycle campaigners have been complaining about motor manufacturers who call their cars names like Stingray, Avenger, Hunter and so on - names which emphasize speed and power.

We maintain that names like these encourage the aggressive driving which puts cyclists in some danger.

Welcome to new members

**Catherine Williams
Sigrid Wocadlo
Malek Goutal
Karen Sexton
Martin Hicks
June and Jack Gentle
Richard Wallace
Mark Benfield**

Yet, by condoning the use of similar names for MTBs are we not guilty of encouraging the same sort of irresponsible antisocial behaviour in our youngsters, who will probably be tomorrow's car drivers? I'm not suggesting that bike manufacturers should only use poncy, namby-pamby names for their products but perhaps they should put a little more thought into the names they come up with.

TIME FOR ACTION

Sometimes, even the threat of direct action is enough to get things done. Picture the scene: a city centre pub at lunchtime. I'm having a quiet drink with a friend when I spy three senior members of the council Engineering Department. I then tell my friend, rather loudly, that unless the Engineering Department mend a particularly bad pothole pretty quickly, we were going to put cones round it and put a pot-plant in the pothole - in front of the Press! The Senior member of the Engineering Department was then seen making hurried notes. Guess which pothole had been fixed a few hours later as I cycled home from the office?

Moral: Sometimes words speak louder than actions!

Les Hopkins

Campaign Co-ordinator

Next meetings:

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

September 18th

October 16th

November 20th

December 18th

**All Members
Welcome!**

National Bike Week 1997

We are looking for YOUR ideas / help / enthusiasm. Bike Week is our opportunity to really push cycling in Norwich and bring it to the city's attention. We have already started planning next year's event but it's YOUR comments and suggestions that will really make it happen. Please ring or write soon!



Nelson Street

If you've ever cycled along Nelson Street you will know the problems:

- when you've got right of way – motorists ignore you,
- cars that stack up behind you revving their engines impatiently
- cycling past the Fat Cat without being tempted to have a pint (or two).

As these problems seemed to be getting worse, we asked the City Council if they had any plans for improvement. A reply from Cycling Officer Tim Mellors says that the County Council has agreed to fund an Environmental

Traffic Management Scheme, work on which will begin this year. The City Council recognises that the street's problems emanate from *'the narrow width and essentially residential character of the street'* and *'as such it should not have to endure such high levels of through traffic'*.

Any (serious) suggestions from members who use Nelson Street would be welcome as Tim's letter says that we will be consulted for our views in due course. LH

Editor's note: Les has now reluctantly given up on the Fat Cat part of the problem (hic!).

The National Cycling Strategy

Press Notice from the Department of Transport

Transport Secretary Sir George Young announced on July 10th that the Government aims to double the number of cycle trips in Britain by 2002, and to double them again by 2012.

This target is the keystone of the UK's first ever National Cycling Strategy, a cycling policy agreed between representatives from voluntary organisations, commercial interest, local authorities and government departments.

Launching the strategy at a National Conference in London, Sir George said:

'Cycling has great potential as a means of transport, both in its own and in direct combination with public transport journeys. It offers an economic, environmentally friendly, healthy and direct means of travel. With imagination and co-operation, it can form an integral part in shaping patterns of transport for the future. My Department intends to work through the National Cycling Strategy with local authorities,

private companies and the voluntary sector to bring about changes in attitudes, priorities, infrastructure provision and working practices and to make cycling a real transport option for a much wider proportion of our population.

'The National Strategy demonstrates the clear role which cycling has to play within future transport planning. The focus for action is to restore cycling as a convenient and appropriate transport choice. I am confident that the central targets identified in the Strategy can be met through the combined efforts of all those who can influence local transport choice.'

The Strategy sets out national targets to increase the amount of cycling. It highlights a range of actions which can help meet those targets, demonstrating how cycling can be given a higher profile on roads, at public transport interchanges, in town centres, at the workplace and in new developments.

The 1st OYB Social Ride



ON YOUR BIKE

14 September, starts at Constitution Hill (layby / bus stop just north of Ring Road roundabout), meet 10:45, ride about 25 - 30 miles in Norfolk lanes, rural pub lunch stop, moderate pace, love to see you, more details from Andy Mitchell on Norwich 436311.



On the racks!

From the Library:

Dear Ms Cullen-James
I am sorry that we have not yet been able to provide cycle racks outside the library. We are aware of the problem, but as the County Council does not own or lease any of the land outside the building we have to obtain permission from the owners. Work is progressing on this.

I hope there will be a satisfactory outcome, but this will depend on permission being given, and the availability of funding for the racks.

Yours sincerely, Mrs J. Emerson,
Acting Principal Librarian,
Temporary Central Lending Library,
Ber Street, Norwich.

To the Evening News:

Anthony Dublin (July 16) asks why we cyclists are campaigning for bike racks at Castle Mall when there are racks at The Walk. He doesn't question why motorists need a 1000-space underground car park – after all, there are several multi-storey car parks within walking distance of the mall!

It's a matter of principle as well as convenience – when the mall was designed neither the architect nor the city council thought about those who might wish to cycle there.

To his credit, David Newton (mall manager) has now agreed to install racks. It is a shame that it took three years for him to do this, and more of a shame that our supposedly cycle-conscious city council didn't insist on bike racks from the start.

Les Hopkins, Co-ordinator,
Norwich Cycling Campaign.

DoT

Cyclists must be trained

I should like to ask just why there is any distinction between pedalled and powered bicycles, as the relative safety statistics are conveniently being totally ignored.

One is 250 percent more likely to be involved in an accident whilst riding a bicycle (no compulsory training at any age), than after receiving compulsory basic training on a powered two-wheeler – plus, if the rider is wise, a follow-up roadcraft education to near police standard via Norfolk Advanced Motorcyclists or the Royal Society for the Prevention of Accidents.

Many powered two-wheeler enthusiasts are also keen cyclists. But it has been my experience that the cycling fanatics behind recent campaigns are a far cry from the healthy-minded club cyclists of my youth. They just refuse to acknowledge calls for roadcraft education courses for cyclists.

Most parents are quite as thoughtless, as is the Government; bicycles all too often are given to children as little more than toys.

Alan H. Dale

Lonsdale Road, New Rackheath

Half of schools disallow cycling

Survey examines childrens' travel methods

A survey of home-to-school travel has revealed that almost half of schools have a policy of not allowing children to cycle to school. A similar number said they only allowed children to use a bike if they had passed the cycling proficiency test.

The survey, undertaken last year by Hereford & Worcester County Council involved questioning both schools and their pupils about travel habits. Of the schools which responded, 47% said they did not allow bicycles.

The researchers interviewed 58 schools and 858 children in a bid to get a clearer picture of pupils' travel behaviour. Walking was cited by 48% of children as the main mode of travel to school, while the car accounted for 43% of trips. Cycling and public transport emerged as just 6% and 7% respectively.

The survey also examined in detail trips to school that were made by car, to ascertain whether the car was used

for subsequent trips or just driven back to the family home. 44% of trips involved the driver going to work after dropping the child at school. Meanwhile, just under half of all pick-ups from school involved the driver coming straight home, with 39% coming via work or shopping.

Seven out of ten children interviewed were found to live two miles or less from their school.

When asked about their perception of danger, 77% of children aged 10 to 12 said they were concerned about traffic hazards and air pollution. By comparison, only 25% said they saw strangers as a risk.

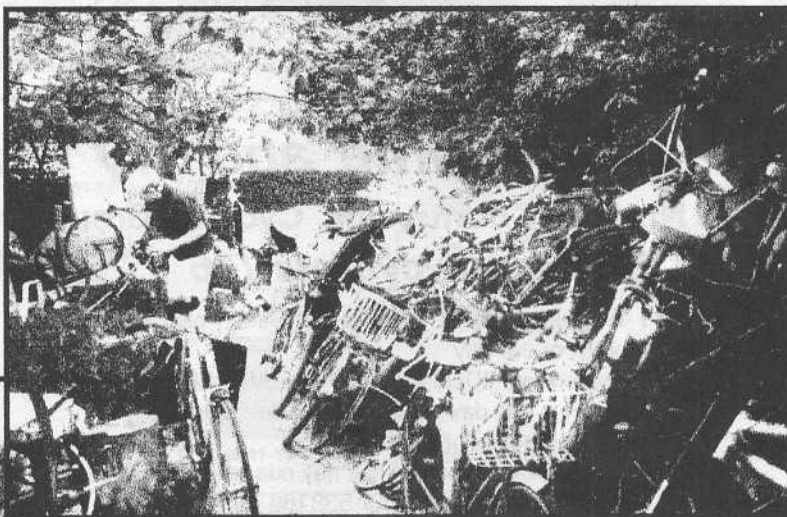
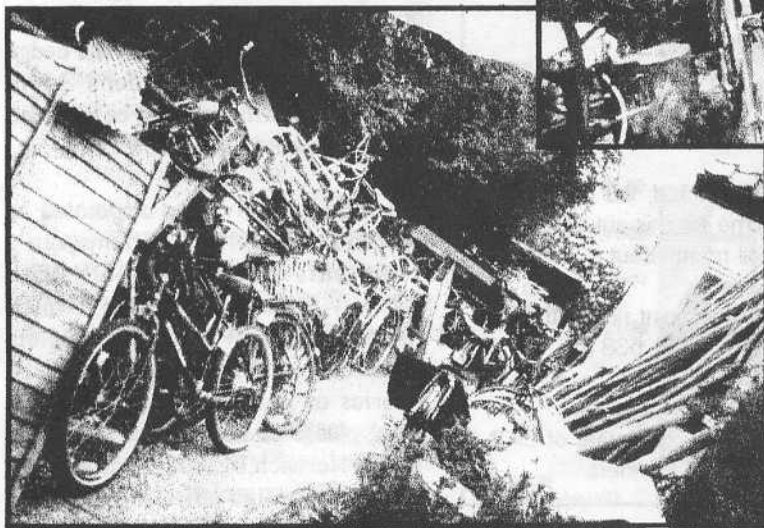
The report above comes from a recent copy of 'Local Transport Today'. See also page 7 for an interesting comparison.

Views and opinions expressed in this Newsletter are not necessarily those held by the Editor, contributors or Norwich Cycling Campaign. News items are reported in good faith; we cannot be held liable for their accuracy.

Cycle-Recycle Meltdown re-visited !

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Last Sunday of each month



Just telephone Nigel (502188) to say you are coming, then spend an afternoon stripping and sorting in this cyclists' paradise. Nigel will benefit by finding his lawn (we know it's under there!), the Campaign funds will benefit from any sales, and YOU will benefit from the fun you'll have PLUS the food, drink and VERY CHEAP spare parts!

The Hall Road Railway Path

A much needed Linear Park

The main railway line from London to Norwich originally terminated at Norwich's Victoria Station, where Sedgewick's is now situated on Queens Road.

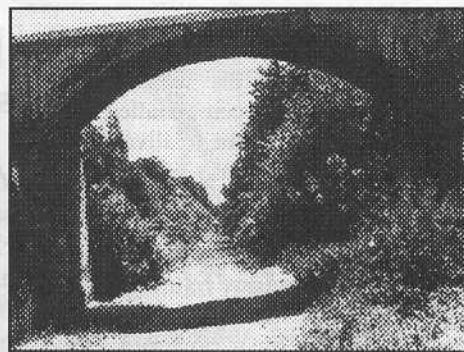
After the closure of Victoria Station and re-routing of London trains to Thorpe Station, the line was still used for transporting coal to a distribution yard (a real blot on the city-scape). Sainsbury's supermarket now occupies that site

At the time of the final closure of the line and the building of Sainsbury's,

plans were afoot to use the railway route for a new road intended to ease traffic along Hall Road. This road was dubbed the 'Hall Road Radial' and was planned to run from the Ring Road into the city via the Brazen Gate / Queens Road traffic lights.

Fortunately, the local authority had second thoughts about this and scrubbed the project along with the idiotic 'inner link' proposals.

Since then many local groups and individuals have made various suggestions regarding the future use of this valuable corridor. In the meantime, although the land officially still belongs to

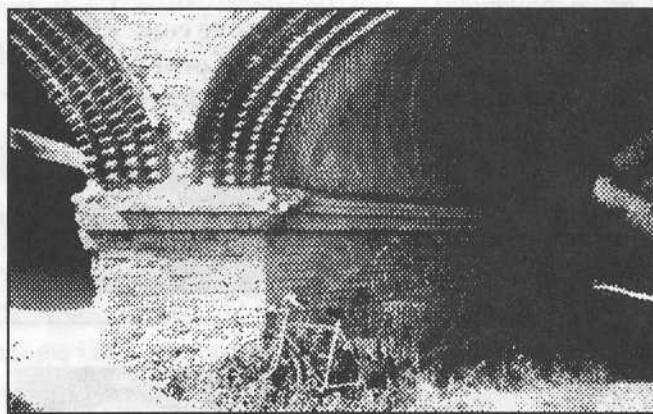


British Rail, cyclists and walkers have been using the path regularly. In a recent count, as many as 35 people per hour were seen to be using the path. Local volunteer groups have had several 'clean-ups' to remove the rubbish which is invariably dumped on such sites by the less responsible members of the community and British Rail have now agreed to carry out regular clearances.

It now seems virtually certain that the 'railway path' will be made into a combined footpath / cyclepath and that the land will become a Linear Park - a much needed facility in a part of the city that lacks open spaces with regular public access. Since the railway closed, an incredible variety of trees, shrubs and flowers have taken root due no doubt to the total absence of pesticides. A ride along the path from Sainsbury's to Sandy Lane is highly recommended. Although there is the odd bit of broken glass, I have so far managed to avoid punctures, having used the path on many occasions with Sam, my eight year old grandson. He loves to see the wild rabbits near the Cavell School playing field.

At present, there are only two safe access points - Sainsbury's (via Brazen Gate) and through a gap in the hedge at Mansfield Lane Gardens. More access points will obviously be provided when the path is constructed.

I have recently been appointed as Norwich Cycling Campaign's representative on the Hall Road Railway Path Working Party which meets with local authority officials about once a month. If you have any queries or comments regarding the path, please do not hesitate to contact me on Norwich 612880, or drop a line c/o the Campaign office. **Mike Savage**



Those Victorian
brickies certainly
knew what they
were doing!

CATI - Come and Try It !

Norfolk Countryside Cycling Group Rides for novice cyclists (16 - 20 miles)

Saturday, **31 August**, 2:30pm. Meet at Old Catton parish church for a ride to the north of the city

Saturday, **7 September**, 10:00am. Meet at Earlham Road / Ring Road roundabout for half day mystery ride with Easyriders.
Leader: Shirley (telephone 412398).

Saturday, **14 September**. Another half day ride with the Easyriders.
Telephone Christine on (01508) 538166 for details.

Saturday, **28 September**, 2:30pm

Meet at Heartsease roundabout for ride to Barton Turf, led by Frank.

Saturday, **12 October**, 2:00pm. Note earlier start time for this autumn ride to south of Norwich, starting from County Hall roundabout.

Saturday, **26 October**, 10:00am

An all day mystery ride of about 30 miles (another joint ride with the CTC Easyriders). Details from Christine on (01508) 538166.

This is the final CATI ride for 1996, but Easyriders' rides will continue throughout the year. Please ring Phyll on Norwich 435547 for details of CATI rides, or Christine on (01508) 538166 for details of CTC Easyriders.

Sustrans 'Safe Routes to School' Conference

Cycling and walking to school in the UK are perceived as so dangerous that children's journeys have changed dramatically over the last 20 years. Less than 10% of junior children are now allowed to travel to school on their own, compared to over 80% twenty years ago.

This decline has major implications for both children and parents: for young people their lack of exercise and consequent fitness will impact in later life (an epidemic in heart disease is probable); for parents the chauffeur role is often inconvenient and contributes to 20% or more off-peak hour traffic flow.

The more children that are driven to school, the more dangerous it becomes for those already walking and cycling, with the result that they get driven to

school too! There is also the implication for children's own personal freedom and independence, and even in their getting to know their way around their own home area. These were some of the facts disclosed at the SRS conference.

In spite of this depressing news, the overall tone of the conference was one of optimism. At least some people, i.e., those who can do something about it can be improved. Speakers included Sir George Young, Secretary of State for Transport. An inspiring speech perhaps, but nothing about any financial help from central government for implementation of local authority schemes.

Three speakers from Odense, Denmark, informed us about the 'Safe Routes to School' project which started in that city 15 years ago and its overwhelming success in reducing accidents and encouraging walking and

cycling. We heard about Sustrans projects currently being carried out at schools in York, Colchester, Hampshire and Leeds, along with action plans for the parents and pupils involved.

Afternoon workshops at the conference discussed subjects such as 'Gathering Data on School Travel - Questionnaire Design and Analysis', how do schools benefit, how to start a SRS project, making cycling attractive to young people (here we had input from several cycling-committed pupils from a Colchester school), and 'Walking, Cycling and Health'.

I personally found this conference most interesting and stimulating. I came away feeling optimistic. The depressing news is the time scale which seems to be endemic in any improvements to be seen in this country.

*Phyll Hardie reports
on the Sustrans
conference (above)
and presents her own
revealing survey.*

Cycling to School

As a supply teacher I manage to visit many Norwich primary schools. At the middle school where I am currently working, situated near the University, I am particularly impressed by the number of pupils commuting by bike.

I discussed this with the teachers and it appears there could be three reasons why these young children, aged 8 to 12, are encouraged to cycle to school:

- 1 there is an active cycle proficiency training scheme, run by a father,
- 2 there is ample secure parking,
- 3 there is a comprehensive network of cycle paths and lanes in the vicinity of the school.

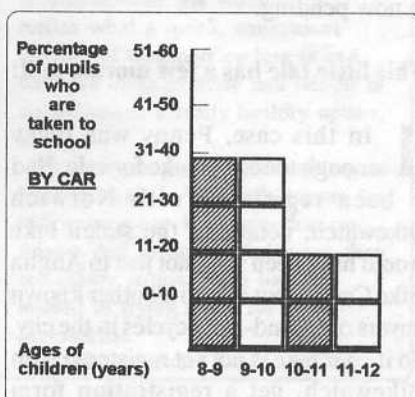
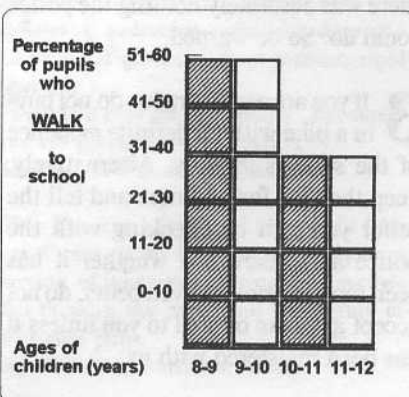
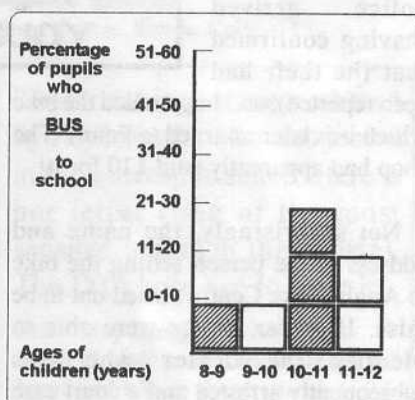
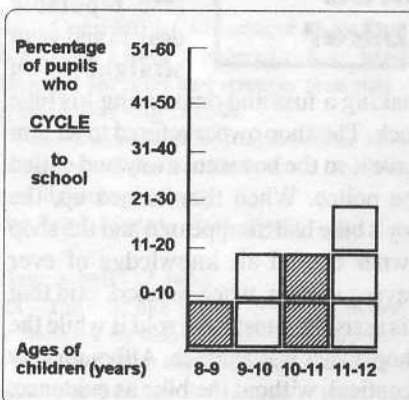
I got my class to collect and present data on the mode of travel to school by all the pupils in the school. The results are interesting, and some of them are reproduced here.

These results could be interpreted as, given the necessary facilities, the proportion of children cycling to school increases with their maturity, with a

corresponding decrease in children being driven to school by car. It would be interesting to compare this school

with others, a useful project for some of our teacher members, perhaps?

PH



And now - The Vanishing Bike Trick!

A lesson (almost) too late for the learning

An interesting thing happened recently to Campaign member Penny Edwards. Her bike was stolen from her back garden despite being 'D'-locked to the bird table. The police were dutifully informed and Penny looked forward to a bike-less few weeks until the insurance money came through.

However, just ten days later, Penny spotted her bike for sale at Anglia Bike Centre which is in Gloucester Street. It had not been altered or disguised in any way so we assume (naturally) that the bike had been bought by Anglia Bike Centre in good faith, not knowing that it was stolen.

Penny did the correct thing in calling the police before approaching the shop. A short while later, the police arrived (having confirmed that the theft had been reported), and impounded the bike which was later returned to Penny. The shop had apparently paid £10 for it!

Not surprisingly, the name and address of the person selling the bike to Anglia Bike Centre turned out to be false. However, police were able to identify the dealer who was subsequently arrested and a court case is now pending.

This little tale has a few morals to it:

1 In this case, Penny was lucky enough to see her bike for sale. Had it been registered with Norwich Bikewatch, details of the stolen bike would have been sent, not just to Anglia Bike Centre, but also to all other known buyers of second-hand cycles in the city. So if your bike is not yet registered with Bikewatch, get a registration form

today! They are available from most good city bike shops, city police stations, libraries, or from our office. Registration is FREE.

2 Should you see your stolen cycle at a bike shop **DO NOT** go in ranting and raving. Bear in mind that the shop may have bought the bike in good faith. Put a deposit (say £5) on

the bike and tell the vendor that you'll be back later with the balance. Return later with the police. If you have a photo of yourself with your bike this will help, as will your Bikewatch registration document.

Some time ago a young lad spotted his stolen bike at one of the city's less reputable dealers and went straight in

making a fuss and demanding his bike back. The shop owner refused to let him have it so the boy went away and called the police. When they turned up, the boy's bike had disappeared and the shop owner denied all knowledge of ever having it, then, when pressed, said that his assistant must have sold it while the shop owner was at lunch. Although very sceptical, without the bike as evidence, there was absolutely nothing the police could do. So be warned.

3 If you are a cycle trader, do not buy in a bike without definite evidence of the seller's identity. Alternatively, keep the bike for 24 hours and tell the seller you will be checking with the police and Bikewatch whether it has been reported stolen. Even better, do not accept any bike offered to you unless it has been registered with us.



**Sunday 8th
September
NORFOLK
BIKEATHON**
in aid of the
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**At the Norfolk
Showground
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PRIZES!



Write of Way



**Hot days in the summer.
Hot debate in the
Daily Telegraph!**

Two wheels bad (15 July)

SIR – As a non-cycling resident of York, which is regarded as England's No.1 cycling city, I dread the prospect of a proposed fourfold increase in the number of cycles.

The cyclists of York are completely out of control. Traffic lights are ignored; they consider they have a god-given right to cycle anywhere they like and that the law and the Highway Code apply only to motorists.

Only last week, while I waited patiently at traffic lights, no fewer than five cyclists rode into the cycle-box, dismounted, pushed their cycles across the pedestrian crossing and then remounted. Ironically, the sequence of lights at this junction was changed some years ago to protect cyclists from left-turning traffic.

M.C. Usherwood, York.

Two-wheel terror (17 July)

SIR – I write in support of Mr Usherwood of York regarding plans to encourage a massive increase in cyclists. Our local council has produced what it calls 'A Cycling Strategy for Bury'. What this means is that cyclists who already unlawfully crowd the pavements will be given official permission to do so, in so-called cycle lanes – even in pedestrian precincts.

I am particularly concerned for mothers with young children who are likely at any moment to dash across the pavement, the elderly, the blind and the disabled, particularly those in wheelchairs.

Very few cyclists are insured. Does this mean the council tax-payer will have to pick up the bill after the inevitable accidents?

Ray Honeyford, Bury, Lancs.

SIR – I challenge Mr Usherwood's claim that York is Britain's No.1 cycling city. That title surely belongs to Cambridge, most of our suicide cyclists being foreign students. Come here, Mr Usherwood, and you can be almost assured of hitting a cyclist or being hit by one.

F.A. Foreman, Cambridge.

Maligned cyclists? (19 July)

SIR – Ray Honeyford's fears about shared-use cycle and pedestrian paths are not justified.

It is true that, on occasions, pedestrians (usually tourists) inadvertently stray on to the section of the path reserved for cyclists, and that cyclists sometimes use the section set aside for pedestrians to go past them. However, most cyclists ride on such paths with extra care, since, in a collision with a pedestrian, both parties are likely to suffer.

There will be the minority who ride dangerously. However, pedestrians, wheelchair users and other cyclists are in far more danger from the effects of planning strategies which place the convenience of the motorist above the well-being of everyone else.

Rob McIvor, London E18

SIR – Mr Usherwood can think himself lucky that cyclists in York actually dismount at pedestrian crossings. In London they just ride over or across them with disregard for both the law and other users.

But this is just depressingly typical of their behaviour. On the road they ignore traffic regulations, crossings and lights. They ride the wrong way in one-way streets and whizz past jams on the wrong side of the road, forcing oncoming traffic to swerve.

M. Wadman, London SE25.

SIR – Some London boroughs now fine offenders £40 but things will improve for endangered motorists and pedestrians alike only if pedal cyclists are compelled to have insurance and a displayed registration mark, like motor-cyclists.

Riders here have a habit of going the wrong way along a one-way street. If one says anything to offenders, there now seems to be the routine two-word response which I take to mean 'Go forth and multiply'.

Gerald Barnes, London SW1

SIR – Consider the advantages of cycling: as a cyclist I have a reduced risk of heart disease; I am fitter and stronger than many of my car-driving friends.

I don't cause traffic congestion or road erosion, and I am not likely to be involved in a high-speed pile-up.

Mrs Sarah Horton, Fleet, Hants.

Rings a bell (22 July)

SIR – I should like to add to the discussion on bicycles by asking what has happened to bicycle bells? Once widespread and, I believe, mandatory, they are now very rare and much needed. On country lanes and bridleways, pedestrians, children, dogs and horses are at great risk from a silent, rapid approach.

I am told they are not 'macho', but surely they are preferable to accidents.

Mrs Deirdre Milnes, Minehead.

SIR – The car adverts which terrify Mrs Jean Farrer (letter July 18) can only be a warning to thousands of would-be cyclists who threaten the peace and tranquillity of our traffic jams.

Roy Shillaker, Corsham, Wilts.

Neglected bell (26 July)

SIR – Occasionally I cycle along towpaths by the river Lea and two nearby canals.

As I approach people I ring the bell. Many time people have thanked me for the warning. I have even heard people say how nice it is to hear a bell again.

I must say I have had other cyclist overtake me along these fairly narrow paths without any warning whatsoever, which is a pretty dangerous thing to do. They are probably the same cyclists who, when they get on to the roads, jump red lights and go down one-way streets the wrong way. We are all then tarred with the same brush.

Malcolm Child, London E4.

Cycle Jam (24 July)

SIR – Mrs Sarah Horton is wrong when she says she does not cause traffic congestion. How many of us have been trapped behind a cyclist on a narrow road, quite unable to overtake, and with an ever-lengthening queue forming behind us?

Mrs Jane Grose-Hodge, Moreton, Glos.

Close shave (27 July)

SIR – If Mrs Jane Grose-Hodge is in the habit of driving along lanes so narrow that she cannot pass even a mere cyclist, can she enlighten us about how she and the 'ever-lengthening queue behind her' cope with any other four-wheeled vehicle inconsiderate enough to be going in the opposite direction?

Peter Fortey, Sutton Coldfield

These cuttings were gathered by Phyll Hardie who also joined in the correspondence. Here is her letter (one of the most sensible letters in the debate). The DT chose not to print it!

SIR – May I suggest to Mr Usherwood of York that he leave his car at home and take to the streets on a bicycle instead. He would then realise what a quick, convenient method of transport cycling is and, with the extra exercise and fall-off in air pollution, a really healthy option, too.

In a city as geared up to cycling as York is, there is very little reason for still using a car. It's a pity that car drivers feel so disgruntled when they see others enjoying the benefits instead of trying it out for themselves.

P. Hardie, Norwich

Bicicleta Fiesta!

25,000 cyclists make a magnificent sight on the city streets.

Mike Savage reports on the amazing Dia de la Bicicleta.

Cristina Savage took the photos.

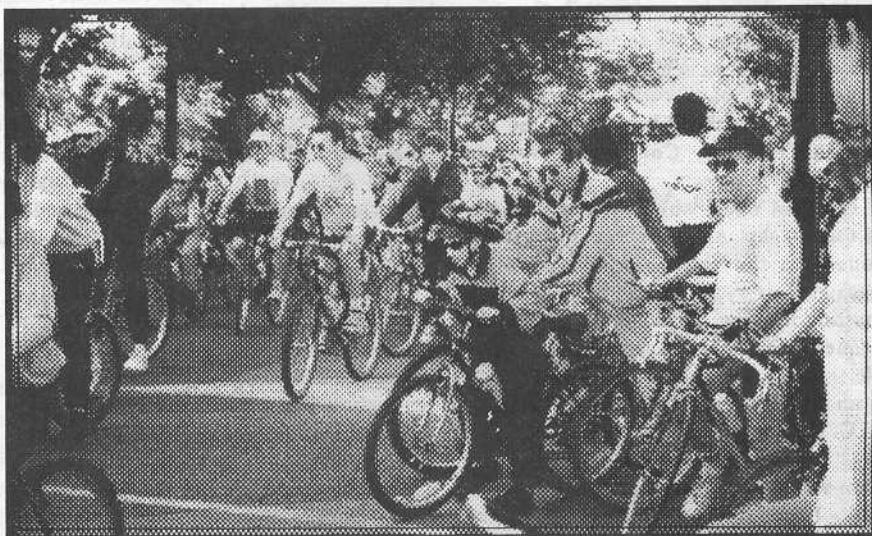
Cristina's home town of Zaragoza is a large industrial city in Northern Spain. It has about five times the population of Norwich but covers roughly the same area. The locals all live on top of each other in tower blocks up to about 25 storeys high and in spite of having a superb public transport system they all seem to own cars and like using them!

Hardly a haven for cyclists you might say, and you would be right. Cyclists on the streets are a rare sight indeed although plenty of recreational cycling goes on in local parks and of course competitive cycling is a national sport.

So it came as a great surprise this year to see large placards around the city advertising 'Dia de la Bicicleta' - Day of the Bicycle. The event was sponsored by the Corte Inglis, a large department store and nearer the day was advertised on TV-Aragon (the local TV station) and on local radio. One of my nephews promised me a bike and I was all set to go, wishing I could find a Union Jack somewhere.

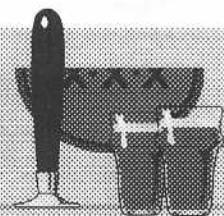
Then disaster struck! On the very eve of the fiesta, I was admitted to the local hospital with a detached retina. Cristina immediately stepped into the breach and went off on the Sunday morning armed with our camera. She came to the hospital in the evening with glowing reports of thousands of brightly dressed families on their bikes and having a whale of a time all over the city. All the main roads in the centre had been closed to traffic for a gigantic procession which according to press reports attracted 25,000 cyclists.

The event certainly wasn't a protest ride - I doubt if cycling facilities in Zaragoza will ever improve, but you know what Spaniards are like - any excuse for a fiesta!



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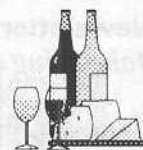
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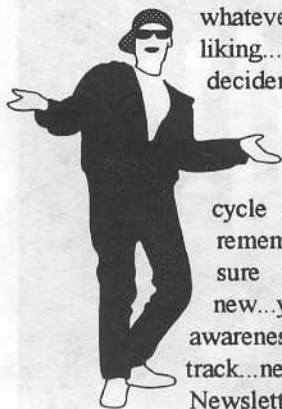
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whatever the weather...and let's talk biking...if it's cycling you're liking...if you're a bike rider...don't be an outsider...be a decider...of important matters like paths and facilities...spare parts availabilities...street credibilities...what 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:

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Donation.....£

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Cycling Campaign'.
(Sorry, credit cards
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I would like to help with:

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

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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:

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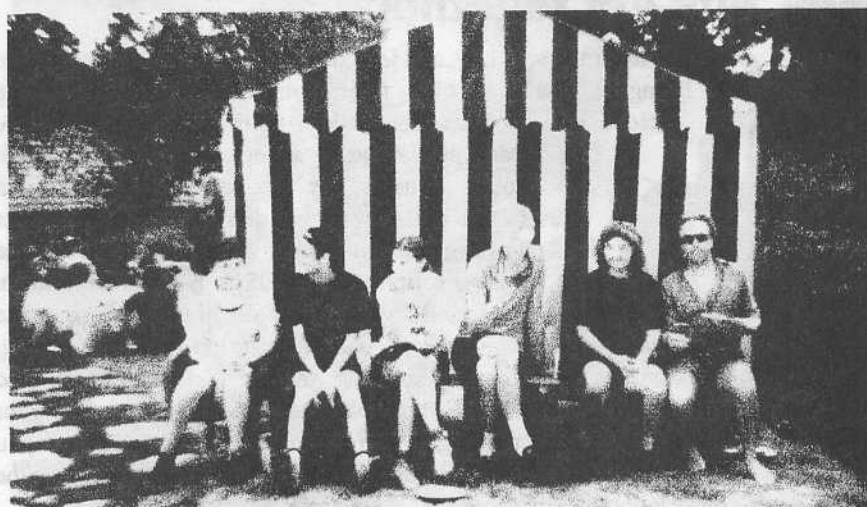


"Bike Week was brilliant!"

We had great reports of National Bike Week events. Two of them are featured here. We would like to say a very big 'Thank You' to all of you who took part in the formation and organisation of events and to the many people who worked so very hard to make it the success that it surely was. We're already planning the 1997 Bike Week and we hope you'll join us again (see page 3).



A Mass Cycle Procession culminated in the unveiling of the Terry Storer Memorial Bike Rack at the Trafford Arms. This was a joint event with Norwich and Norfolk Campaign for Real Ale



The Grand Garden Party Mass Cycle Ride was greatly enjoyed by the numerous members who took part. Lunch was at a beautiful farm cottage at Honingham. This prime crop of knobbly knees belongs (l-r) to Diane, Christian, Hilary, Frank, Jane and Nigel (no, the dark glasses didn't fool us for a second!).
Photo: Phil Cornish

Remember - YOUR bike-related photos can win you a valuable Mystery Prize! Keep sending them in to the Campaign office. Prizes to be awarded at Christmas.

For sale

- Elswick 'Sovereign' Shopper Bike, 3-speed hub gears, carriers front and back, nippy and convenient, good condition, only £45.
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