

Norwich Cycling Campaign

Newsletter 31
December
1998

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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.



Your Campaign needs YOU!

We extend a warm welcome to all our members at the AGM and Xmas party on Wednesday 16th December, 7.30pm at the St Andrews Tavern.

We will follow our usual format of the official business of the AGM first, including election of committee members for 1999. There will be some changes to who does what in the Campaign, so now is the perfect time to offer your help. Give me a ring if you want more details.

This will be followed by an informative insight from one of our members, David Davies, into his work at the Transport Research Laboratory.

We can then all socialise over food and drink. If anyone can bring some food to share, please let me know beforehand. This is **your** opportunity to meet other Campaign members and have some fun, so come along and join us.

Membership is only increasing very slowly. We are recruiting some new members, but many are not renewing. So **please**, if you have received a reminder with this mailing, renew promptly. This helps the Campaign immensely. We would also be very interested to hear your reasons if you decide not to renew.

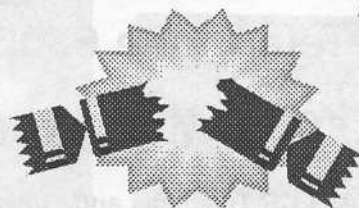
One or two of our members have said they did not receive the September newsletter - my apologies for that. As you may know, we have had some difficulties with production of the Newsletter this year. I certainly appreciate the work of the Editors in getting the newsletter together on time. I hope you will join me in thanking them for their efforts.

We should have plenty of extra copies of this December issue for sale at 50p, so call into the Greenhouse and buy some for your friends.

Green City Central has a large range of fairly traded gifts for the festive season in stock, and you could pick up some useful recycled bicycle spares at the same time!

On behalf of all the committee members, I would like to wish you all a Happy Christmas and peaceful New Year.

Richard Bearman



NORWICH CYCLING CAMPAIGN

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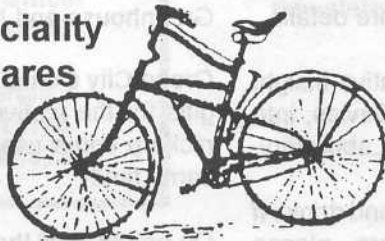
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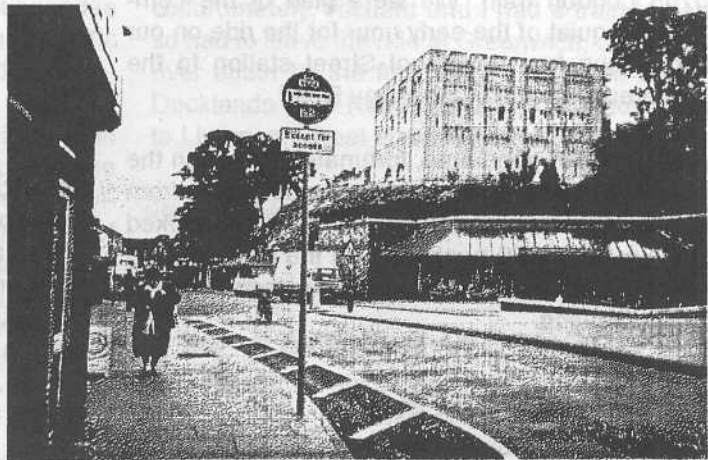
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Castle Meadow - motorists see red

Fuming motorists inside, fuming exhausts outside, road-rage is the order of the day in Cattle Market Street and Farmers' Avenue. With the busiest shopping days yet to come, the January sales will probably bring the worst gridlock the city has ever seen! In the meantime, the diggers are digging and the scrapers are scraping to provide hundreds more parking spaces at Bethel Street and the new Riverside development.

Back in the 50's and 60's, when public transport was far better than it is now, families spent their life savings on their first car. Bikes were relegated to the garden shed and bike shops went bankrupt. Goods shifted from rail to road and Beeching closed hundreds of branch lines. The road lobby had most unjustly won the day and massive road construction started.



The relative calm of Castle Meadow

To reverse the trend is a huge and complex task to be tackled on many different fronts, not least the provision of much better cycling facilities in the centre of the city. This is where we have an important part to play, so if you want to participate, please support the campaign and come to the A.G.M. on the 16th December. There's free food and a licensed bar.

Happy Christmas to you all.

Mike Savage
Editor



The long-awaited cycle racks at Castle Mall

Views and opinions expressed in this newsletter are not necessarily those held by the Editors or Norwich Cycling Campaign. News items are reported in good faith and we cannot be held liable for their accuracy. E&OE



Conference Pair !

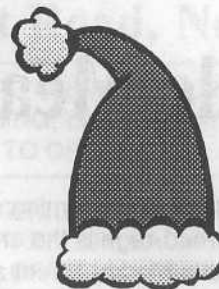
Phyll Hardie and Richard Bearman report on the October conference hosted by London Cycling Campaign (LCC), Cyclists' Touring Club (CTC) and the Cycle Campaign Network (CCN).

It was an early start for Richard and me on the morning of Saturday 10 October, as we caught the 0705 London train. We were glad of the comparative quiet of the early hour for the ride on our Bromptons from Liverpool Street station to the conference venue in Holloway Road.

We arrived in good time, fortunately, for soon the place was flooded with conference delegates from all over the country. In fact, 150 had pre-booked while a further 50 booked in on the day, causing some problems with the midday catering as well as the seating.

The keynote speech was made by Glenda Jackson MP, Transport Minister, in which she explained the advantages that cyclists will gain once the aspirations of the Government's White Paper begin to be implemented. She spoke well, and gave good answers to the many questions asked but, once she'd completed the presentation of the awards for innovative cycling schemes, off she went to fulfil her next engagement. What a pity she didn't stay to hear the following speakers and excellent questions and points raised by delegates.

Peter de la Bertauche, Head of Traffic and Road Safety in Surrey, spoke on implementing the White Paper, while Don Mathew spoke on European practice and why we are so far behind. There is much higher environmental awareness in Europe, while the police there are far more diligent in law enforcement. The slower speeds initiative has had an effect and the resulting larger number of cyclists on the streets has become self-enforcing. In Europe, Safe Routes to School came in 10-15 years before ours, while cycling facilities are put in on city-wide bases, not piecemeal like ours. Unfortunately, we've allowed the road lobby to dominate policy to the detriment of allowing a more sensible approach.



Next, Richard and I each attended two workshops, **May your Bike go with you** was the title of the first workshop I attended, which concerned taking bikes on trains and buses. A rack designed to hold two bikes, which attaches to the front of a bus, was on display. These are in use on all buses in Seattle, USA. Right under the driver's nose, these looked a good idea.

The second workshop I'd chosen, **More Bums on Saddles**, was rather a disappointment as it turned out to be a dissertation on the work of Sustrans and the National Cycle Network, which I'd heard before.

Richard attended **Streets for What? - people are the priority**, with Tim Gill, director of the Children's Play Council. Using ideas from the continent they have been developing the 'home zone' model, which was recently given Government support in the Transport White Paper. The idea is to develop a sustainable and liveable community where people feel comfortable in the street, not fearful of shared public spaces. Children are an indicator of 'street health' in that the more children walking and cycling safely results in more adults doing the same. Patterns of individual's transport behaviour are set at an early age. The Home Zone has changed priorities, i.e. pedestrians first, then cyclists, then motor vehicles; very low speed limits - 15 kph in some instances - with traffic calming. It is important to obtain residents' support. Pilot schemes are currently being run in Lewisham, London and Leeds.



