

# Norwich Cycling Campaign

Newsletter 33  
June 1999

50p where sold  
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.

## Utopia?

Personal Injury Accidents down 50%

Increased cycle movement

20% increase in pedestrian movement

Increase in bus passengers

17% decrease in number of vehicles

10% decrease in pollution level  
(Nitrogen Dioxide)

No, it isn't. And it isn't the moon, either.  
But, it **IS** a small step for mankind.

Where is it?

See page 3.

We are now on e:mail and the Web !  
See back page for details.



Want to have some fun ? Why not join in  
with our National Bike Week events?

Turn to the centre pages for  
National Bike Week special.

### WANTED URGENTLY

#### CAMPAIGNS OFFICER

Due to work commitments, Andy Mitchell has  
decided to resign from the committee.

The Campaigns Officer's job is to initiate new  
campaigns and monitor the campaigning  
activities of other members. Also to seek  
changes to inadequate/dangerous facilities.

If you are interested, please phone Pam  
on 01603 612014.

Our thanks to Andy for his work in the past.  
He will still be about in an unofficial capacity!

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(cycle-related)  
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be available.

# Castle Meadow . . .

## . . . but the controversy continues

(From front page)

Despite these Norwich City Council survey findings (5/99), a recent newspaper opinion poll has come up with a big majority in favour of reopening Castle Meadow to traffic and abandoning the current 'experiment'.

The council survey also found that most major retailers reported improved retailing figures last Christmas over the year before. Use of council car parks was also up 2.6%.

The **ONLY** 'disadvantage' found was that there was "some evidence of increased congestion in surrounding areas at peak times".

Judging by this photo of Castle Meadow on a weekday at 10am, it's obvious why the Personal Injury accident rate has dropped by 50%. A 17% drop in the number of motor vehicles in the castle area (not just in Castle Meadow) itself is a significant one.

**But, it is nowhere near enough.**

And there's not much time left to make sure that Castle Meadow stays shut to non-essential motor traffic.

The Joint Highways Agency Committee has asked all interested parties to write with their comments on the 'experiment', stating whether they represent just themselves, an organisation or a business etc. **by Friday 11th June**. A final decision on the future of the scheme will be made in early July.

**We need you to act quickly. Don't leave it to someone else. They might not bother either.**

Address your letters to:  
Michael Loveday,  
Acting Head of Planning,  
Norwich City Council,  
City Hall,  
NORWICH  
NR2 1NH

Hopefully, sometime in the next millenium, the whole of the city centre will be closed to non-essential motor traffic and there will be fewer accidents everywhere.



*" . . . and there's not much time left to make sure that Castle Meadow stays shut to non-essential motor traffic."*

### Lord Mayor's Street Procession 10th July 6.30pm

Our theme this year is 'Cycling through the ages'. Are you interested in taking part? Do you have any ideas? If so, give Pam a call on 01603 612014.

\*\*\* **NEW** \*\*\*

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Special rates to Cambridge, Midlands, London,  
South Coast, Dorset, Bristol and Exeter.  
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# Rack brains for bike racks

If there's one place in Norwich where lots of people turn up on bikes, then it's the recently refurbished Norwich Arts Centre. And, guess what - the architects of this magnificent project have omitted to provide cycle racks!

The only secure place to leave a bike is locked to the railings at the front of the premises. This is a bit unsightly and causes a nuisance to pedestrians, particularly the blind or partially-sighted.

The Arts Centre would welcome suggestions from cyclists as to the ideal place to put racks, provided they don't spoil the new garden or scratch the outside of the glass and metal foyer.

So why not pop down there, have a drink in the cafe, and see if you can come up with the solution?



Norwich Arts Centre

## Lakenham Way on the way !

Work started on the path in March and, so far, has consisted mainly of earth-moving and clearance work. Earth from the long descending ramp at Sandy Lane has been moved to Barrett Road and Hall Road to build up access ramps. It is hoped to complete the whole project without importing any earth to the site.

The path should be finished by August and it is hoped that the official opening ceremony will be during Lakenham Festival. There will probably be a mass ride or something, so watch the press!

Norwich Cycling Campaign members extend their sympathy to the family of the late Dr. Richard Warn and express their gratitude to Mrs Warn for her recent donation of cycles.

## Cyclists boom on Bittern Line

The numbers of cyclists using the Norwich to Sheringham "Bittern Line" should get a big boost this summer thanks to a super map produced by our Chairman, Phyll Hardie. The map also describes nine recommended cycle tours starting and finishing at various stations along the line and is fully illustrated with photographs.



Bittern Line map launch

Phyll deserves a medal for the excellent job she has made of this publication and all the hard work she must have put into it. The official launch of the map was well attended on Wednesday 12th May by various VIPs and members of the Campaign, with media coverage. After the launch, a group pedalled to Sheringham along Route 1, a glorious ride with a lovely tail-wind, followed by a nice rest on the train back to Norwich.

The map is available at Norwich station and is free if you go by train with a bicycle. Otherwise, it will cost you £1 - that's very good value for money !

## Congratulations to our May Day Chapelfield competition winners

1st prize: Hereward Cooke (£25 voucher)  
2nd prize: John Greenaway (£10 voucher)  
Runners-up: Nicholas Bearman, Raymond Cann,  
Ms P Davidson and Stephen Ledger  
(Cycle accessories)

**Interested in learning bike maintenance?  
Basic level. Call Pam on 01603 612014.**

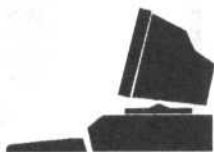


## Are you into photography?

If so, perhaps you could help us out. Have you got a digital camera we could borrow, or would you be prepared to take photographs for us for the newsletter? If you can help, please let me know. It would make life much easier and significantly improve the quality of photos we can include.

If you have any articles, letters or interesting snippets of information for the September newsletter, please give me a call on 01603 612880. Closing date for items is **Monday 13th September**.

*Mike Savage*  
Editor



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

## Chairman's chat

There have been both highs and lows in the Norwich cycling scene in the last three months. Among the highlights is the commencement of construction of the Lakenham Way, formerly known as the Hall Road Railway Path. When completed this will form an important leisure and commuter link from the south of the city, including routes to three schools and Norwich City College. It will also be lit at night. I have already heard from one cyclist that it will improve considerably his journey into the city. Thanks to all concerned in the concept and implementation of this important route.

Another high point was the visit of Watford 'Spokes' Cycling Campaign. This followed my involvement with them last summer when, while working in that area, I became a very welcome, honorary member of their group. This time, for May Day weekend, 13 of their members came to enjoy the pleasures of Norwich and Norfolk. Most of them camped at Lakenham campsite, but Richard Bearman and I hosted a member each.

After a morning exploring Norwich and a date with Kemp's Men at Thorpe Station, our first ride was on Saturday afternoon when we led them to Ranworth. Here they took in the view from the top of the church tower, before enjoying the nature walk and display at the Broads centre.

On Sunday, we cycled to Mundesley. It took forever and a day to get there, what with an early puncture and the distractions of Wroxham Barns and a craft festival in Worstead church. Fortunately Jonet's Restaurant was still serving meals, but it was a rather hurried homeward ride, delayed by another puncture, to get to The Trafford Arms for the buffet supper laid on for us.

It was an excellent weekend, enhanced by the good weather. Could we make a reciprocal visit to them next May Day weekend? They inform us they have lots of canal towpaths (Grand Union) and the Chiltern Hills nearby.

On Monday, 24 gathered for a ride around the city cycling facilities so ably led and explained to us by Matthew - the highlight of the weekend! With that number of cyclists, motorists must of thought they'd met up with a Critical Mass - some even fled at the sight of us! We even made a bid for entry to the Guinness Book of Records - how many cyclists will fit into an advanced stop line box. Among the low points comes the postponement yet again of surfacing Marriott's Way between Hellesdon and Taverham, in spite of prolonged letterwriting activity by many of us. The continued lack of a safe crossing of the Fakenham Road remains an issue - I'm assured it's 'on the drawing board'.

Another low was the Evening News' Great Traffic Debate, when their poll revealed that 75% of those voting were in favour of reopening Castle Meadow to all traffic. I felt a glimmer of relief when Andy Watt replied, to a question posed during his talk to us in March, that the City Council ignores polls and remarks by local newspapers when making their policies. Perhaps local councillors don't: they are the ones seeking re-election by their constituents. Cyclists were also slated for speaking out against motorcyclists using their facilities. Eventually, the furore died down, but has now been replaced by another issue, the traffic 'chaos' caused by the temporary closure of Carrow Bridge. What is so depressing is that, in their suggestions for mitigating the situation, neither the police nor the Evening News made any mention of cycling or walking. We evidently don't promote ourselves sufficiently!

*Phyll Hardie*

# National Bike Week

**Saturday 12th June**

## **CYCLE RECYCLE'S BIG bike sale**

At the corner of Leopold Road and Waldeck Road 9.30 - 3.00. Reconditioned bikes for all the family from £20 (3 mth guarantee), plus accessories. 'Dr. Bike' FREE bike checks. Bike hire available. Phone Nigel on 621834 for more info. (Sat. 19th if wet.)

**Sunday 13th June**

## **Go wild in the country !**

Countryside ride to Ashwellthorpe Wood. Starts at The Greenhouse, Bethel Street 10.00. Pub lunch or bring your own picnic. Approx 25 miles slow pace.

**Monday 14th June**

## **Big Bike Stall near City Hall !**

Bikes and accessories on sale, plus general cycling information.

Hay Hill (near C&A) 9.00 - 4.00.

**Tuesday 15th June**

## **Let's get ready to cycle ...**

Pre-'Bike to Work Day' event for City College staff and students. FREE Dr. Bike checks. Repair service. Bikes and accessories on sale. Cycling information stall. City College, Ipswich Road 11.00 - 3.00pm.



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**Wednesday 16th June**



## **Bike to Work challenge**

Bike to work and have the chance to win a prize! All you need to do is prove you've done it and enter our FREE competition. Entry forms (if there isn't one enclosed) are available from the Campaign office, or by calling Pam on 01603 612014. Photocopy some for your colleagues!

1st prize: £50 Cycle Recycle voucher and FREE membership of Norwich Cycling Campaign for one year.

2nd prize: £25 Cycle Recycle voucher and FREE membership of Norwich Cycling Campaign for one year.

3rd prize: A year's FREE membership of Norwich Cycling Campaign.

## **Out to Graz !**

FREE open meeting. Phyll Hardie, presents a talk and slide show about her recent trip to Austria to attend the Velo-city conference (see page 9). The Greenhouse, Bethel Street 8.00pm. Buffet tickets (optional) £3.50 waged, £2.50 concessions, including FREE tombola entry. Order your buffet ticket NOW on the slip enclosed.



# Events

## Thursday 17th June

### ***"Paving the Way"***

Video Lunch-out - Learn about Marriott's Way at this FREE video showing. The Greenhouse, Bethel Street 12.30pm. Bring your own lunch. Followed at 2.00pm by gentle-pace ride along Marriott's Way to Attlebridge. Returning by 5.00pm. Approx 15 miles.

## Friday 18th June

### ***Remembrance Ride***

Meet 11.00am Wymondham Market Cross for 20 mile circular ride, led by Malcolm Osborne 01953 456036. Bring packed lunch. This is one of several Remembrance Rides, visiting various war memorials, in a book written by Malcolm Osborne and Roy Burgess, to be launched during National Bike Week.

### ***Bicycle Biryani***

Evening ride (15 miles). Starts at City Hall steps 6.00pm. Curry afterwards (optional, but who would want to go on the ride and not eat the curry ??) 8.00pm, The Greenhouse, Bethel Street, £5 waged, £3.50 concessions.

Order your curry ticket on the slip enclosed.

***Don't miss out on this cycling ritual!***



## Saturday 19th June

### ***Come and Try It***

CATI ride to Reedham. Starts Acle Station 2.30pm.



## Sunday 20th June

### ***Get stripping!***

Bike stripping fun and garden party at 13 Upton Road 11.00 - 3.00. Give us a hand to replenish Cycle Recycle's stock of bike bits and accessories. 20% off used bikes and accessories for helpers. Bring your own tools if possible. Free liquid refreshments, but bring your own food. Phone Nigel or Jane on 01603 502188/621834 if you would like more information.

## CTC rides

### **Saturday 12th June**

Meet at Firs PH (junction of Cromer Road and Fifers Lane) 9.30am for 50 mile ride to Banningham Hall. Bring sandwiches. Easy ride. Contact Dave F. for more details 01603 402830.

### **Wednesday 16th June**

Meet at County Hall roundabout 11.00am for ride to Woodton Kings Head. Easy pace, 30-40 miles. Bought food only at pub. Contact Walter Nash for more details 01603 631369.

### **Sunday 20th June**

Easy ride to Griston Wagon & Horses to meet West Norfolk CTC group. Meet 9.30am at Earlham Road/Ring Road roundabout. 45 miles. Contact Dennis for more details 01603 455758.

**For more information on Norwich Cycling Campaign events, contact Pam on 01603 612014. Non-members are welcome.**

# LISTEN TO WHAT THE MAN SAYS

... urges Matthew Williams

On 17th March, a good number of members gathered at The Greenhouse for our open meeting to hear invited speaker, Andy Watt. By the end of the evening, we had gained an excellent overview from a key council officer on matters affecting cycling, that is to say where it's at and where it might be going.

We've known Andy for some time as one of the two part-time cycling officers at City Hall (Tim Mellors is the other), but he was now able to introduce himself as Norwich's new Transportation Manager. New, both because the post has only just come into existence following the reorganisation, but also new because Andy has effectively been promoted! The job is fairly strategic, covering transport policy and programmes - actual implementation is the job of the new Technical Services set-up - and this is where much of Norwich Cycling Campaign's nuts-and-bolts contact will be in the future. Having said that, my view is that it's mighty good to have a transport supremo who lives in the city and is known to bike to work.

Andy began by mapping out where we've come from policy-wise, outlining the history of the Norwich Area Transportation Strategy (NATS), from horribly car-based Mk.1 in the 1970s, via moderately car-based Mk.2 of 1992, through to the present Mk.3 NATS which is seriously pro-walking and pro-cycling (at least on paper). There is great emphasis on our old friend 'modal shift', with a deliberate prioritisation of walking, cycling and public transport over private motoring and some pretty ambitious targets for allowing the expected growth in journeys to be accommodated by the more benign modes. Whilst strongly hooked on what we might regard as the rather dubious (and expensive) Park & Ride concept, NATS3 also mercifully allows Marriott's Way and Lakenham Way to be developed as traffic free paths rather than as radial roads as previously intended.

He went on to mention other things of significance to local cyclists, namely - the improvements to King Street (positive spin-off from general purpose changes), - the Westwick Street contraflow (reallocation of road space to bikes), - the continuing traffic problems along Christchurch Road (unforeseen negative effects of the signalling), - and the imminent provision of more cycle parking

in the city centre (such as outside The Greenhouse).

Looking ahead to the 1999-2000 financial year, one major task will be to produce the City Centre Transport Strategy. This will essentially involve filling in a conceptual gap left several years ago when the proposed completion of the Inner Ring Road was rejected. The new strategy will include specific proposals for the next five years and beyond. In the brave new world, there is unlikely to be a need for any specific cycle schemes, since all general schemes will certainly now prioritise cycling as part of the general transport strategy. Examples for this year would include - the wide spacious cycle link across the Millennium Library site, - two-way cycling throughout the regenerated St Benedicts/Pottergate area, and - a safe/convenient new crossing of the Inner Ring Road near to Grapes Hill Roundabout.

Inevitably in talking about plans, Andy had to face up to the funding situation. Approximately 11 per cent of the projected NATS3 funding directly covers cycling schemes, with a further 19 per cent on schemes giving clear benefits to cycling. However, this year Central Government funded only one quarter of the Norwich Package bid (£1.25 million instead of £5.25 million) and this low level of funding is set to continue. Other sources of revenue will need to be found and one way may be to raise parking charges.



The meeting then moved on to a wide-ranging question-and-answer session, covering the following issues.

\* **Castle Meadow closure** - the scheme is still experimental but is showing quite a few benefits (see page 11 for latest information - Ed.).

\* The forthcoming **St. Stephens closure** is for major subway repairs - will involve considerable traffic management, but cannot be considered an experimental scheme.

\* **Pottergate** - 'contraflow' cycling may take some getting used to (especially by motorists) and while



cycling is allowed in the 'pedestrian' areas, the intention is that the bicycle has the status of 'guest'.

\* **Motorbikes in bus lanes** - the City's view is "no", and no case has yet been presented to alter that view.

\* **Future role of Cycling Officer** will remain, for the time being, at three person days per week.

\* **Road user charging** (hypothecation) is being considered, but this will probably be left to the County Council to apply, following appropriate consultation and enactment of the necessary parliamentary legislation.

\* **Traffic degeneration** (disappearing traffic flows) is supported by Government research and has been observed at Castle Meadow.

\* **Negative local press coverage** of progressive transport policies is evident, but this is generally thought to be more 'cock-up' than 'conspiracy'. Certainly we need more attention to the 'soft' side of transportation and there is also the professional's car ethos to overcome.

\* **Why isn't Norwich like Freiburg?** Three reasons, (1) the ethos of the people delivering it; European approach is different, (2) legislative differences (eg in Germany the motorist is automatically blamed for collisions unless they can prove otherwise) and (3) any coherent strategy needs money and we don't have much.

\* **Why so many car parks in the city centre?** It is true cars cause congestion and the issue is long stay versus short stay. There will be no more new car parks like Riverside or Castle Mall and that will affect the Nestle site redevelopment.

\* There is no realistic prospect for a **light rail system in Norwich** for the foreseeable future. It would involve huge expenditure on a rather limited corridor.

\* There will hopefully be more action to control **illegal parking** in the future. The strategy is to decriminalise parking enforcement and get funding from collection of fines (as in London). Pay and display on-street parking is being planned.

\* **Education** is definitely needed in many areas issues, not least for local civic bodies like The Norwich Society.

\* **The relationship with the County Council** is now much better than it was with the formation of the Joint Highways Agency Committee to implement policies. The City Council is effectively 'the client' here.

...And the meeting could have gone on... We had to finish at 9.30 pm, so Chairman, Phyll Hardie, thanked Andy for a most informative talk and he was heartily applauded.

# Velo-city

Phyll Hardie reports on the ultimate networking experience

The 11th Velo-city International Bicycle Planning Conference was held this year in two adjoining countries, Austria and Slovenia. Now that the iron curtain has been abandoned, the formerly closed borders are open, not only for the exchange of goods, services and people, but to ideas, politics and bicycle users.

This was my first Velo-city conference, held three days in Graz and one in Maribor. Graz and Maribor are twin towns, 60km apart. The Graz venue was the Casino, most impressive in its architecture, decor and lighting and, in Maribor the Opera House, likewise special.

There were many important people at the opening and plenary sessions on the first morning with, for those speeches not in one's mother tongue, simultaneous translations via headphones. After lunch we went straight into workshops. There were many going on simultaneously; one had to be very selective. I give here Some points picked up from the workshops over the four days are given overleaf on page 10.

For our day in Maribor, nearly 500 of us were transported by steam train, welcomed by the town band playing for us on the platform, and were led in procession through the streets by the band to the conference venue. The traffic was held up by bicycle-mounted police to allow us to pass unimpeded, their first day on bikes in honour of the conference.

Two days later, many of us were back in Maribor, travelling by conventional train with our bicycles in a special purpose-built coach tagged on behind. From Maribor, we were led on a 32 mile round-ride to the small town of Ptuj by members of the Maribor cyclists' lobby group, who took good care of us. Unfortunately, my friend's husband had to be taken to hospital after coming a cropper on his face while failing to negotiate a non-sufficiently dropped kerb. Both him and his bike were taken off by car for treatment - and he was in Ptuj before we were!

After the Conference, I spent a day cycling around in Vienna. The photographic record of this, along with all the rest, will be presented as a slide show during National Bike Week. Make sure you don't miss hearing of my interesting, and sometimes traumatic, experiences.

**Open meeting, 'Out to Graz',  
8.00pm Wednesday 16th June.  
See centre pages for details.**

## Velo-city - Workshop overview

My own paper, **'Women and cycling'**, the text of which featured in our last newsletter, went well. There were two others in the same session: **'Women on the move'** - by a Ugandan male speaker about a project to provide Ugandan women with bicycles and training, thus bringing about emancipation, economic independence and an increase in national domestic income. Until now, in Africa only men rode bicycles.

The third speaker on women's concerns was a local woman, a member of the cyclists' lobby group, who followed up her session with a guided walking tour of Graz town centre. **'Restrictions and problems encountered by female cyclists'** included excessively high kerbstones, causing problems for cyclists transporting children and shopping, gullies at road edges, insufficiently lit underpasses, lack of good cycle parking racks and location of parking, eg at the small cottage hospital bicycle parking was tucked away around a dark corner, while the ideal spot, outside the front entrance, was occupied by the directors' cars.

**'Needs of children and the elderly in cycling infrastructure'** - Paul Osborne of Sustrans spoke about Safe Routes to School, which aims to promote increased cycling and walking among schoolchildren.

**'Cycling and senior citizens'**, by a lecturer from Graz Technical University, dealt with the behaviour of the elderly, their problems and suggestions to improve senior-friendly organisation and infrastructure.

**'Encouraging family utility cycling'** by Adrian Lord of Allott Transportation and Nerys Rolinson of Birmingham Cycling Campaign, was concerned that, although leisure cycling is increasing, the amount of cycling for everyday journeys, to the shops, schools, work, etc, appears to be declining. The (mainly) women who make these trips are seen as a growing market by car manufacturers. Much more could be done to encourage cycling for such trips. Cycle training for adults has already been developed for Southampton City Council. Such training builds confidence and ability and can be used to raise awareness of the feasibility of transporting young children by bike.

**'Peddling (Pedalling) Healthy Transport'** by Australian community nurse, Bronwyn Laing, addressed the need to recognise the benefits gained from daily cycling in health promotion schemes. Integrating cycling into the daily lifestyle is an excellent example of how health departments, including GPs, can change their focus from clinical and curative services to prevention of ill health.

**'Promoting cycling as a way to a healthier life'** - Howard Boyd of Allott Transportation told of an experiment in which 100 adult volunteers aged 18-65, all previously 'couch potatoes', were asked to cycle several times a week. They were given fitness tests at the start of the experiment as well as a questionnaire on their travel habits, lifestyle and attitudes. Each person was re-tested after 6 weeks and again after 4 months (if still cycling - many were unable to sustain the effort!). Most showed significant improvements in fitness and mental well-being from relatively small amounts of cycling, although in those who stopped regular cycling, health-related fitness soon began to decline. The experiment strongly suggested that official encouragement of cycling could bring a substantial improvement in public health in addition to any transport benefits.

**'Bicycle paths on roundabouts, right of way of bicycles and safety'** by Dutch cycling campaigner, Ria Glas, concerned changing the right of way in favour of cyclists on off-road cycle paths around roundabouts. This allows cyclists to cross the arms of the roundabout without having to worry whether cars are intending to leave the roundabout or not - 75% do not bother to indicate. Two busy roundabouts were selected and surveys carried out before and after the change. 90% of cyclists said the situation was safer after the change, including those who also used the roundabouts as car drivers, although a 30kph (20mph) speed limit was suggested, as was split-level crossings. All roundabout arms already had pedestrian zebra crossings as a matter of course, something in which ours are sadly lacking.

**'Wheels for all: developing provision for disabled cyclists'** - a paper given by Neil Simpson of the Cycling project for the North West, Manchester. This project is designed to meet the absence of cycling opportunities for disabled people. We were shown slides of many types of adapted machinery, particularly the hand-cranked wheelchair, allowing people with physical and learning difficulties to enjoy the pleasures of cycling. Cycle hire centres stock these specialist cycles among their normal stock, which overcomes the problem of maintenance and storage. The 3-year-old scheme has been highly successful. Disabled people have traditionally suffered from lack of exercise which has compounded their health problems. Added to this, lack of opportunity and low expectation of ability and independence have created a culture of disability, particularly in institutions such as special schools, hospitals and residential homes. Cycling offers a dramatic contrast freedom, independence of movement and speed which has great beneficial and therapeutic effect.

# Howay the bikes !

There's nothing in Norwich to match the view up the Tyne to Newcastle's six bridges, - the Free Trade Inn, St Lawrence Rd, Byker is a recommended vantage point - but then again we don't have a motorway through the city centre either.

In cycling terms it's a different city as well, with not much to benefit cyclists except a few ASLs and a shared use pedestrian/cyclist bridge. We've got it (relatively) easy.

We were there experiencing the city on account of the recent CTC/Cycle Campaign Network conference. It's a good chance to see other places and discuss things with other cycle campaigners, as we were able to do in both formal and informal surroundings.

The conference itself was held in the (magnificent) Neville Hall & Mining Institute and opened with a welcome from Councillor Bill Dodds (a metro driver). The noises he made implied that the council have (just?) realised the important place of cycling, but as we saw, there is bog all on the ground so far. Following this were presentations on various subjects with Q&A sessions. Here are some notes on the two most interesting bits....

**Shared Use** The CTC have done some research on what users think of shared use 'facilities' - eg shared pavements, areas where cycling is allowed in otherwise pedestrian areas, shared use off road paths, etc. in a variety of environments. One of the

main conclusions, and this came from all user types, is that no-one likes shared use facilities - fear of collisions, having to negotiate dogs and meandering pedestrians, personal safety, etc. One of the engineering and design issues, which has not been addressed very well, is that cyclists are not homogenous. A pensioner coming back with a basket of shopping is not the same as a commuter doing 20+mph, is not the same as a teenager having fun on their bike etc etc. Conversely, perversely even, all user types felt that these things have some use... How much depends on context. Instances where cyclists are merely shoved off the road onto the pavement (eg Bracondale, St. Crispins, Bluebell Rd.) are regarded as the worst type of this sort of 'facility'. Too much ped./cyclist conflict, and no practical use to the commuter/trailer tower. On top of this, when sensibly ignoring these things and using the road, you can get abuse from idiot motorists who think that just because it's there you should use it. The better shared use facilities have nothing to do with roads at all and either provide short cuts and routes additional to the road network, or allow cycles into motor vehicle free areas eg pedestrianised shopping areas. The fact that with the latter, both you and the peds. are doing the same thing (bumbling around the shops), greatly reduces any potential conflict and the situation works, eg York. With the former, it's just nice to get away from motor vehicles.

**Health and Transport** Building roads and increasing motor vehicle use is detrimental to public health. Not much of a surprise, but this is now being quantitatively assessed. Dr Kate Arden, a Consultant in Public Health Medicine works in this field and has given evidence opposing the second runway at Manchester on public health grounds. As a result, the airport authorities are having to try to get 50% of passengers to arrive/leave by public transport. At present, this is 30% and rising. The top level backing for this work comes from the Green Paper 'Our Healthier Nation'. Areas of poor health are designated Health Action Zones and funds are available to improve these areas - not by building hospitals, but by improving the living environment. Transport issues have a major part in this. Already more than 3,000 deaths occur each year as a result of Road Traffic Incidents and, if current trends continue, RTIs will be the greatest threat to life within 25yrs. That's just for Homo sapiens, never mind hedgehogs, toads, rabbits & other animals. On top of this air pollution (from vehicles) increases incidence of respiratory conditions, heart disease, some cancers, & hayfever. This puts cycling in an even better position (healthwise) than we thought.

Andy Mitchell

## **CYCLE RECYCLE'S MONTHLY BIKE SALE**

**At the corner of  
Waldeck Road / Leopold Road  
1st or 2nd Saturday of each month  
Next sale Saturday 12th June  
9.30 - 3.00**

RECONDITIONED BIKES  
FOR ALL THE FAMILY FROM £20  
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## Contacts



**Address:**

Norwich Cycling Campaign  
42-46 Bethel Street  
Norwich NR2 1NR



**Telephone:** 01603 664364

**Fax:** 01603 666879



**e:mail:**

[norcyca@arkwright.swinternet.co.uk](mailto:norcyca@arkwright.swinternet.co.uk)

**Website:**

<http://www.arkwright.swinternet.co.uk>

**Newsletter Editor**

**Mike Savage** ..... 612880

**Campaign Chairman/CATI rides**

**Phyll Hardie** ..... 435547

**Treasurer**

**Richard Bearman** ..... 403415

**Campaign Co-ordinator/Membership Secretary**

**Pam Frost** ..... 612014

**Trading Officer (Cycle Recycle)**

**Nigel Howard** ..... 502188

**Consultations Officer**

**Matthew Williams** ..... 503824

**Norwich City Council Cycling Officer**

**Tim Mellors** ..... 212538

**Norfolk County Council Cycling Officer**

**Rob Marshall** ..... 222230

**Norwich City Council Cycling Forum**

**Cllr Eamonn Burgess (Chair)** ..... 611195

**Matthew Williams (Vice-Chair)** ..... 503824

## **DIARY DATES**

### **National Bike Week**

**Saturday June 12th - Sunday June 20th**

See centre pages

### **Norwich Cycling Campaign monthly meetings**

Held Wednesdays, 7.30pm at The  
Greenhouse, 42-46 Bethel Street.

All members very welcome.

**July 21st**

**August 18th**

### **CATI (Come And Try It) rides**

Fortnightly on Saturday afternoons,  
2.30pm. Where possible, tea stops will  
be made. Phone Phyll on 01603  
435547 for more information.

#### **Saturday June 19th**

Ride to Reedham. Starts Acle Station.

#### **Saturday July 3rd**

Meet Drayton crossroads for ride to  
Reephram.

#### **Saturday July 17th**

Meet Eaton Red Lion for ride to  
Wymondham, led by Frank  
01508 570366.

#### **Saturday July 31st**

Ride from Thorpe End bus stop, led  
by Jan and Malcolm 01603 700134.

#### **Saturday August 14th**

#### **Saturday August 28th**

### **Lord Mayor's Street Procession**

**Saturday 10th July**

Theme 'Cycling through the ages'.  
Starts 6.30pm. Phone Pam for details  
on 01603 612014.