

# NORWICH CYCLING

## campaign newsletter 38

**September - November 2000**  
**50p where sold - free to members**

*This newsletter is published by NORWICH CYCLING CAMPAIGN, which 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.*



## Recent developments for city network

For some time now we've been moaning on about the problems getting down Newmarket Road where it passes Brunswick Road. You could call it a hiatus because of a deficient off-road cycle facility. A solution may be not far away, because the City Council are intending to extend the bus and cycle lane back to Mount Pleasant from its present commencement on the city side of Brunswick Road. The only snag is they intend it to be only a part-time bus lane (7am to 7pm). We feel strongly that bus lanes should be 24 hour operation, because apart from other things there is no need to give private motor traffic more road space when there's less traffic around. Especially when out-of-hours cyclists are getting crushed and intimidated by a narrow dual carriageway caused by people driving in the bus lane.

If you haven't yet heard about the City Centre Transport Plan you soon will. It's the City Council's long-awaited plan which applies the Norwich Area Transportation Strategy (NATS) ideals to the central area. And I have to say, it's a good 'un. It proposes major upgrading to the alternatives to the private car as a means of improving City Centre accessibility, including removal of through traffic which makes up about 17 per cent of the total. It is arranged in two

5-year phases and contains a fair amount of goodies for bicycle users. There are one or two areas not adequately covered and we'll be doing a detailed submission once we're officially consulted later in the year. And don't believe everything you read in the Evening News (unless you're a car-head). You may well find you're sent a consultation leaflet, so have a good look and tell them whether your favourite route will be made better, if not then ask why not. More about this in future newsletters.

There's more. It's the Road Traffic Act 1991. The what? Well, for Norwich it will mean decriminalised parking enforcement and on-street parking charges. If approved, it should come in about this time next year. The City Council will be taking over enforcement duties from the police and traffic wardens, and this should raise money to spend on wonderful things (like cycle parking outside City Hall). Hopefully, the biggest effect will be more effective enforcement of parking restrictions at street level. No more stopping your car on the yellow lines while you pop to the cashpoint - you'll just have to use your bike in future!

We fully support this move, and the signs so far are that the City may actually get its act together on this one - a novel idea at City Hall which demands imitation.

*Since this was written, the work on Newmarket Road has been completed - let us know what you think - Ed.*

# CYCLE RECYCLE

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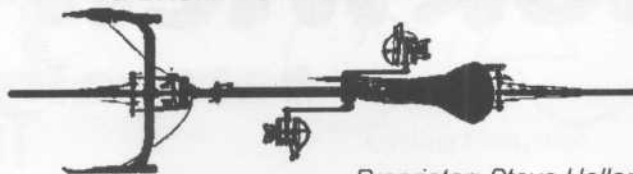
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OPEN 8.30am - 6.00pm  
e:mail:specycle @globalnet.co.uk  
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## CYCLE RECYCLE

# BIG BIKE SALES

At the corner of Waldeck Road / Leopold Road  
(9.30am-2pm)

Saturday 16th September  
Saturday 7th October

RECONDITIONED BIKES FOR ALL THE FAMILY  
FROM £20 (3 MONTH GUARANTEE)  
'NO OBLIGATION' TEST RIDES  
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# Editor's info

by Mike Savage



## Marriott's Way worse than ever

The heavy rain of recent months has rendered parts of Marriott's Way virtually impassable to cyclists. What a pity that commuters from Drayton, Taverham and Thorpe Marriott are compelled to use the very congested and dangerous Drayton Road and Drayton Low Road.

### New ranger

Campaign member, Mary Dodds, has recently been appointed a Sustrans Network ranger. With Dave Cleverly, she will be responsible for Marriott's Way. So, if you have any comments or ideas, or experience any problems, please call Mary or Dave. Their phone numbers are: Mary 01603 424001  
Dave 01603 665288

Mary says, "If you discover a burnt out car on or near Marriott's Way, the first thing you should do is tell the police".

## Roundabout improvements

Norwich's wildest roundabout is about to be tamed. Motorists will once again see red when cycle reservoirs and advance stop lines are painted at entrances to Chapelfield roundabout. Traffic lights will be operational at all times giving much safer crossing facilities for pedestrians and reducing danger for cyclists.

### In this issue:

Page

Ride the Net review	4
Spanish encounter	5
Matthew draws the short straw	6
Tales from the Chair	8
Snowballing fun!	10
Looking ahead	11
Events calendar	12

## The North Sea Cycle Route

The North Sea Cycle Route, joining seven countries with a coastline bordering the North Sea, is to open next year. It will be launched with two cycle tours, each leaving Hamburg, Germany, and arriving in Aberdeen, Scotland. Both tours leave on 5th May, one via Holland and England, the other via Denmark, Sweden and Norway. They meet for a celebration 50 days later on 23rd June. So there's an idea for next year's holiday!

Presumably the tour travelling via England will pass through Norfolk on Route 1 of the National Cycle Network. Maybe we can join in for part of the tour? More details later.

## European Car Free Day

Friday September 22nd is European Car Free Day, and many of the largest European cities will be banning all cars from their centres. I wonder what Norwich City Council will be doing here .....

## And, finally...

Thanks to Brian Sargent for telling us about this caption from the EDP issued on Monday 20th April 1896:

FURIOUS DRIVING ON IPSWICH ROAD  
LADY CYCLIST UPSET

What's new?

Mike Savage

**Closing date for items for the  
December newsletter is  
Friday 17th November**

*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

# Reflections on

*Ride the Net!*

The idea of a Hull to Harwich Festival during Ride the Net celebrations, 21st - 25th June, seemed a very good one and it was clear from late last year that enthusiastic cycling groups in Suffolk and North Essex were determined to make it happen.

In Norfolk, the response was initially slow. Not one district council millennium contact replied to my letter - and Ride the Net was a 'millennial celebration of cycling'! But, by April, several people from different groups had got together to co-ordinate events over a stretch of Route 1 from Loddon to Fakenham. At the time of the event this had extended more or less to King's Lynn. Norwich remained the Campaign's focus with Tim Powell and Ingo Wagenknecht, who was also organising festivities in Rockland, covering the Norwich to Loddon zone and Tony Clarke the Drayton and Fakenham zone.

'Covering the zone' meant general liaison and visiting pubs and other possible refreshment points to see if they would be open and whether they would provide a point for stamping the ride card. Pubs responded willingly but were concerned that they would be deluged with cyclists at busy lunch times. I do not think this happened but it must have reinforced the fact that they are on or near route 1 of the National Cycle Network.

On Sunday 25th June, the Lord Mayor and Lady Mayoress, Councillor Ron Borrett and Mrs Borrett, opened the day on Anderson's Meadow, the last of three cycling activities they had opened that week! The Campaign stall by Marriott's Way was organised by committee members Mike, Richard and Nigel who also offered bike checks and hire. The Campaign now has a smart tablecloth and banner, kindly put together for nothing on material supplied by Joe at Norwich Screen Art.

The main cycling events were Rob Conway's carefully organised rides from Norwich to Whitlingham and back and one school's outing in the afternoon. Rob's first ride drew about 75

people, including many children, and Rob had arranged with the police to escort us at difficult junctions through Norwich. This helped enormously and we were able to keep more or less together as far as the rowing club at Whitlingham where we could pick up refreshments before continuing to a riverside area for games and a picnic.

In the afternoon, John Oliver, who has children at Wensum School, persuaded 40 parents and children out on bikes on Marriott's Way as far as Gunton Recreation Ground. They all enjoyed themselves and many said they didn't even know about Marriott's Way, yet they live very near it. John is looking for ways to promote cycling in the school and this was obviously a good start and an initiative that should be encouraged. The Greenhouse Trust and the Eating Disorders Association both ran sponsored rides and were keen to co-ordinate some of their arrangements.

The success of John's ride (not to mention David Hood's fantastic Cycling Snowball in north-east Norfolk the previous weekend - see page 10) suggests that a community-based approach to cycling promotion may work better than a publicity blitz. Sustrans had bombarded us with publicity materials, organisers' packs and leaflets. Thanks to David Senior's design feat in cramming a great deal of information onto a poster in a clear and colourful way, we also had our own poster. The EDP produced two features and Radio Norfolk broadcast some announcements, one on the morning of 25 June. The City Council also listed the day in their summer programme.



*The Lord Mayor and Lady Mayoress of Norwich meet Phyll Hardie and Christine Wilson on Anderson's Meadow. We do hope Phyll put the sign back .....*

