

# NORWICH CYCLING

## campaign newsletter 39

**December 2000 - February 2001**  
**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.*



# It's 'all go' on Marriott's Way

**Rob Marshall, Norfolk County Council's  
Cycling Officer, reports ...**

Our scheme to improve the surface of Marriott's Way (MW) between Taverham (Costessey Lane) and Norwich (Marlpit Lane) is well under way. It's hoped that all will be finished by February 2001 - weather permitting.

By the time this article gets printed, the sub-base along the route should have been installed. This phase of MW improvement is costing about £120,000 and comes from the County Council's transportation capital budgets. There's not enough, as usual, to provide all that needs doing - a better ramp at Costessey Lane, or the connecting link via Station Road across Taverham Lane through to the A1075, however, these sections will be designed up this year ready for future funding.

Currently, this section suffers from unevenness and a great deal of mud and puddling (particularly at this time of year) - although from my recent path 'setting-out' site visits with the contractors, several 'mountain bike type' cyclists sped past, oblivious of the mud! There are also sections where vegetation and some tree growth needs cutting back - sensitively of course! The present surface will be upgraded to a 2.5m wide Breedon Gravel path, though

there are a few short sections where only 2.0m is available. Breedon Gravel has been chosen as the surfacing material mainly because of its aesthetics and the need for environmental sensitivity over this section of MW, which has a very rural feel. The gravel surface will set quite hard and look good too - and it makes a rustling noise so that we cyclists don't creep up on unsuspecting pedestrians and horses!

The inconvenient 'P' type barriers that presently are in place along the Gunton Lane section at the Norwich end of the path will also be looked at and, all being well, replaced by simple bollards with 1.5m gaps. So that should make access even more convenient (and better for those less able).

MW Art Project update - on a closing note, the new bridge at Anderson's Meadow, the Dragon Crossing, has received a civic award from the Norfolk Society. So we're very pleased since it's one of the first outcomes of the MW art project. The art project still continues, in spite of the disappointing outcome of a lottery bid, and we'll be looking at how best to spend the cash in the bank that's been made available to us by a Norfolk Environmental Waste Services landfill tax grant. Any burning ideas let me know!

*Rob Marshall, County Hall*

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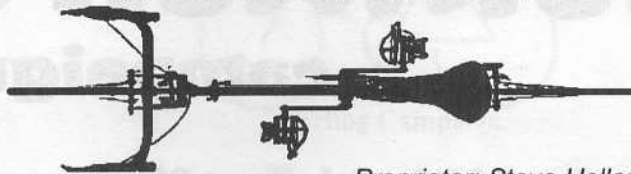
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# AGM 2000



The AGM this year will be at The Greenhouse, Bethel Street. Please arrive by 7.30pm, so we can make a prompt start at 7.45pm. There is cycle parking directly opposite.

We will start with the official business, which will include the election of committee members for the forthcoming year.

Once the official business is over, we can relax with Matthew Williams and Phyll Hardie, who will be taking a look back at the Ride the Net celebrations in June of this year, with slides.

As in previous years, there will then be a 'bring-and-share' buffet, so please bring some food to share, and, if you can, let me know what you're bringing beforehand.

The Greenhouse will be providing a good range of organic beers, wines and soft drinks, which you can purchase at shop prices. Teas and coffees will also be available.

So come along, have your say, and enjoy the evening!

Pam Frost  
Coordinator and Membership Secretary



**AGM  
THURSDAY  
14TH DECEMBER  
THE GREENHOUSE,  
BETHEL STREET,  
7.30 PM**

## COMMITTEE MEMBERS REQUIRED

Our constitution requires us to have 3 officers (Chairman, Treasurer and Co-ordinator), plus an optional number of committee members.

Phyll Hardie is intending to stand again this year as Chairman, and Richard Bearman as Treasurer.

I have decided not to stand for the position of Co-ordinator/Membership Secretary, so we will need someone else to come forward. After the March issue, I also intend to give up the production of the newsletter (Mike Savage will still be Editor), so we need a computer-literate person, preferably with desktop publishing experience, to take over from the June 2001 newsletter onwards, or earlier if they prefer!

A list of Campaign positions is included with this newsletter. These are not 'fixed' roles, but can be adapted to suit the individual. The Co-ordinator's job, in particular, covers a multitude of sins and could easily be split into smaller chunks.

If you think you could carry out any of the Co-ordinator or Membership tasks, or if you wish to stand for Chairman, Treasurer, or as a committee member, please get in touch with me on 01603 612014, by Tuesday 12th December. Alternatively, you can e:mail me (address on page 11) or, if all else fails, make your willingness known at the meeting!

We need more active members to make our campaigning as effective as possible. The more people involved, the less will fall on the shoulders of the few stalwarts who currently give up a lot of time and energy to make the Campaign a success. This year has been disappointing, as most members have appeared reluctant to get actively involved. Remember, it is YOUR campaign. It's up to YOU to make it work.

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# Editor's info

by Mike Savage



Although Great Britain has the lowest accident rate in Europe, it has the highest involving children. Over 90,000 children every year end up in hospital with cycle related injuries.

In Holland, where we all know that cycling facilities are much better than here, over 40% of cycle accidents reported are "single vehicle accidents" i.e. are caused by people just falling off due to things like shopping bags catching in the wheels or by people just "larking about".

No wonder so many parents will not allow their children to cycle to school.

I think it was Disraeli who said "There are lies, damned lies, and statistics". Some people share this point of view. I personally believe the the above figures.

So what must we do? We must continue to campaign for safe routes to schools. We must encourage children to wear helmets and learn proper road craft.

## Autumn leaves

Building cycle tracks is all well and good but when will the authorities realise that somebody must take on the job of keeping them clear! This section of Bluebell Rd looks particularly dodgy at present



It's the right leaves, on the wrong track

## Whippet Cycles

Chris Brown has moved from his tiny shop in Cambridge St. to much larger premises round the corner in Suffolk Square. Good luck to Chris in his new venture!



Chris Brown at his new premises

## Jingle bells!

All new bikes are soon to be fitted with bells - by law - so it's only a matter of time before they are made compulsory for everybody! Not a bad idea for stocking-fillers?



## Sturmey Archer goes belly up

If you own a Sturmey Archer hub gear, then look after it! The firm which has been making these since the beginning of the last century has gone bust.

Various rescue attempts have failed and production has ceased, so eventually spares could be unobtainable.

Fortunately, Brooks saddles (made by the same company) will continue to be manufactured at another factory, as will Brooks "Proofide", the excellent dressing for leather saddles.

## Disturbing facts

Cycle use in this country is only 2% of all journeys: in Germany it is 10%, in Switzerland 15%.

Our National Cycle Network is actually being co-ordinated by a charity, Sustrans.

## "On Your Bike" tumbles

"On Your Bike" magazine has ceased publication. If you were a postal subscriber, you should have heard from the publisher EMAP, offering a refund or special offers on alternative magazines. Any problems, ring them on 0845 601136.

**Closing date for items for the March 2001 newsletter is Friday 16th February**

*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*

## 26 miles .... on a unicycle?

This year's annual Bikeathon attracted over 700 cyclists, including two unicyclists who managed to ride the whole 26 mile course in about 5 hours.



Unicyclists nearing the finish

The seven Bikeathons held so far have raised over a quarter of a million pounds for leukaemia research. If you would like to take part in the 2001 event, which is usually held in early September, write to : The Norfolk Bikeathon,

5 Alexander Way, Dereham NR19 2SW.

On a less positive note, Norwich Cycling Campaign was not represented at this year's event, due to lack of manpower for our stall. A missed opportunity, which, hopefully, won't be repeated in 2001.



The youngest Bikeathon participant?

## or 3,697 miles .... on a razor sharp saddle?



In May, one of our most recently recruited Campaign members, Ian Reynolds, cycled the National Cycle Network, to promote it - and raise money for a very worthwhile cause.

Having cycled 3,697 miles, spent 394 hours in the saddle, and raised around £1,000 for the Anthony Nolan Bone Marrow Trust, Ian has written a fascinating account of his adventure, with references to his experiences in other parts of the world. If you would like a copy, please contact the Campaign office, by phone or e:mail.

*Mike Savage*

## Sustainable Transport and Environment for the Eastern Region (STEER)

STEER is a regional coalition of non-governmental organisations with an interest in promoting sustainable transport in the East of England. We are one of nine regional Transport Activists Round-tables that have been formed across England in response to the devolution of key responsibilities for transport planning to the regions by central government.

Local authorities in conjunction with a wide range of stakeholders are required to prepare Regional Planning Guidance that incorporates a Regional Transport Strategy as an integral element. It is crucial that environmental transport groups are involved in their production as decisions taken at the regional level set the framework for lower tier plans - County Structure Plans, district-wide local plans and local transport plans.

A further sphere of influence is the multi-modal and roads based studies which also represent a new

approach to transport planning. The studies are intended to investigate multi-modal solutions to congestion and safety problems on the trunk road and motorway network.

STEER is represented on the steering groups for all studies in the East of England. They are Cambridge to Huntingdon, Norwich to Great Yarmouth, London Orbital, London to Ipswich, and London to South Midlands,

At a general level, STEER has strongly emphasised the importance of cycling, both as a strategic mode of transport in its own right, and as a means of accessing public transport for longer-distance journeys. Our experience has been that regional transport bodies view cycling and walking as purely local, rather than part of the bigger picture.

For further information about STEER, please contact John Brodribb, joint co-ordinator, at 12 Kemp's Lane, Beccles, Suffolk NR34 9XA, or by e:mail at [johnbrodribb@yahoo.com](mailto:johnbrodribb@yahoo.com)

*Denise Carlo*



## Matthew Williams comments .....

### Where it's at

If it wasn't top of the agenda before, it is now. Transport, that is. And also, interestingly, the wider environmental issue of global warming. But hands up those who feel the UK government really is getting to grips with policy. Or to put it another way, will lowering the tax on fuel really help us to find more rational ways of getting ourselves and goods around?

### A bit of a downer

I had plenty of opportunity recently to reflect on these things, during another long return journey from a brief stay in The Netherlands. Yes, the grass is always greener (at least, where you could see it below the water), but it still has to be said that the planning seems so much better over there. Sure, there are major queues on the motorway system, but for many people there is a genuine choice between the car and public transport for such trips so the thing is in a healthy state of balance, responsive to government policy decisions (e.g. changing fuel costs). And of course for shorter journeys, the Dutch government has always treated cycling as a serious mode of transport. It shows - in the city centres especially, where quietness and fresh air are the norm. Civilised is the word.



Modified from a Dave Brown cartoon in The Independent

Coming back in to Harwich at around 7pm, the Old Blighty factor hit me hard as soon as I got off the ferry, and as I tried help a Dutch friend

who was foolishly trying to get to Cambridge that night. What a mess our public transport system is here. I seems nothing works properly or runs to time, you can't rely on getting there, nor even find anyone prepared to advise you. Poor weather or urgent maintenance are not valid excuses for bad planning. The Dutch are genuinely worried about us in the UK. We should be too. The Director General of the Confederation of British Industry admitted recently that Britain is beginning to look like a 'banana republic', not the wisest choice of words, but you can see what he means.

It was on my outward journey that I had to cycle the ten miles or so from Manningtree to Harwich just to be sure of catching the boat. I later heard the 'boat train' had actually missed the ferry and a train-full of very upset passengers had to be put up in hotels. Even on getting to the new Stena Line terminal, a number of us cyclists were left waiting with the queue of cars, exposed to wind and rain with no shelter or seating of any description, simply because we did not figure in the designer's mind when the facilities were planned.

But this is Britain, and we love it!

### City Centre Transport Plan

If you're a city resident you should have had a consultation leaflet about the proposals for the city centre. If you didn't, hard luck, because the closing date was 10th November, and we did warn you it was coming in the last newsletter. But fear not, Norwich Cycling Campaign obviously managed to put in our ha'pennyworth. In case you forgot, the ten year plan includes developing a 'green spine' for public transport between St. Stephens and the railway station, strangely reminiscent of the proposals in a joint document to which the Campaign was a signatory a couple of years ago! There are also plenty of goodies in terms of pedestrian and cycle facilities, plus the introduction of on-street car parking charges to raise revenue locally. Generally, we have supported the proposals, subject to the general assumption that two-way uninterrupted cycling will be available throughout the street network.

# So, are we



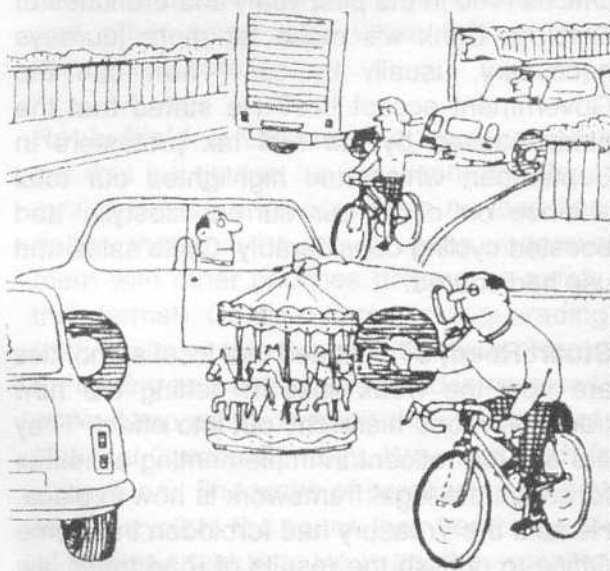
# 'talking transport...' ?

## River Valley Strategy

Work continues to be done behind the scenes on plans to provide better non-motorised access to the river valleys south and east of Norwich. There are, nevertheless, major issues to be overcome, to do with crossing rivers and avoiding excessive intrusion into sensitive environments, particularly Whitlingham Park. However, it is looking likely that we will pretty soon have an eastward extension to the Yare Valley cycle route from the Harford area towards Trowse. The idea will be to construct a path from the Livestock market site under the railway viaduct through to Cooper Lane/Sandy Lane, thus linking well to both Lakenham Way and the route to Trowse. Watch this space.

## Get real at Grapes Hill

It's one thing having a grand plan (we've seen an awful lot of those over the years), but quite another to implement good measures at street level. Especially on busy routes where it matters most.



As always, the devil is in the detail. Grapes Hill Roundabout is a case in point. The motive was good: make things easier/safer for pedestrians and cyclists, even at the expense of some vehicle capacity, by boldly wopping in new signals on the roundabout with advanced stop lines (ASLs) for cyclists, building a new crossing at Chapelfield Road, and withstanding the inevitable flak from the local newspaper.

People on foot seem to like it (at least, being able to cross the road safely after a little wait). Motorists don't like it, which is no great surprise. But what about bike users using this most hairy of roundabouts?



Traffic queuing on Grapes Hill

Regrettably, early feedback suggests the scheme has hindered the assertive cyclists without encouraging the less confident ones - mainly because the facilities stand in grand isolation from the strategic route network. The point of schemes such as this must be to help people decide to shift modes, not just to reduce injuries. Is there a proper cycle route here or not? The words 'baked' and 'half' come to mind. Specific criticism from habitual cyclists has been aimed at the red approach lanes to the ASLs - should these have been between the two vehicle lanes rather than on the nearside kerb? Please let me know what you think.

*Matthew Williams*

## New hospital traffic chaos?

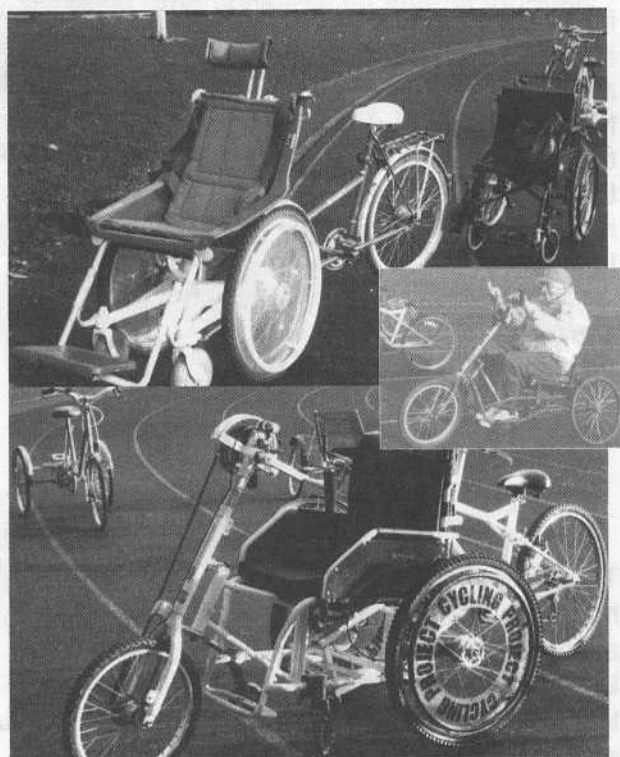
Those who oppose the building of the new hospital at Colney are concerned about access. Now, plans are afoot to close Colney Lane between Cringleford and the new hospital to all vehicles except ambulances and essential vehicles. Many objections are being raised on the grounds that traffic in the already congested Bluebell Road will dramatically increase. For further info contact Christine Wilson on 01603 451015 or e:mail her at [ccwilson@waitrose.com](mailto:ccwilson@waitrose.com)



# Chairman's chat

The CTC/CCN conference, held in Manchester in November, was the best I'd attended. In spite of the weather and the disruption to railways through flooding and cracked rails, there were around 90 delegates from all over the country. Because of the weather, we decided to stay in Manchester youth hostel, barely 20 minutes walk from the conference venue at the Town Hall. We can recommend the new Manchester YH - excellent en suite accommodation and meals in an interesting location on Potato Wharf, between two arms of the canal.

On the Friday afternoon we visited Enterprise Park, where an athletics track was available for 'Wheels for All' with specialised equipment for disabled cyclists, part of the Cycling Project for the North West. There were 'Duet' wheelchair bikes, solo and tandem (side by side) hand-cranked wheelchairs (with 7 gears) and variously adapted bikes, trikes, tandems and quads. We joined some of the disabled users to try them out - between the heavy showers.



Top and bottom - selection of equipment for disabled cyclists: centre - Bob Hardie enjoys his efforts on a hand-cranked trike

That evening we joined other delegates for a meal. Not many there, and some arrived late following delayed journeys. We were thankful

we'd altered our accommodation plans when we left in teeming rain - no need to take the train to Stockport to stay with a GMCC member.

The conference on Saturday was opened by the leader of Manchester City Council, who admitted that only 3 of the 99 councillors cycled to meetings. I wasn't surprised, as Manchester was not a cycle-friendly city - few facilities but many cobbled streets, plus tram lines.

**Marcus Jones**, transport consultant with AEA Technology, spoke about the National Cycle Forum. He recommended we lobby politicians to keep the Government to their original target of doubling levels of cycle use by end-2002 and doubling it again by end-2012, from a baseline of 1996. (I've written to my MP. Have you?)

**Don Mathew**, CTC, distributed a paper, 'The Real Fuel Crisis', with facts and suggestions. He pointed out that the closure of rural Post Offices (400 in the past year) and branches of Barclays Bank will make far more journeys necessary, usually by car - how can the Government accept this? He stated that the panic caused by the fuel tax protesters in September, which had highlighted our total reliance on oil in our current lifestyle, had boosted cycling considerably. Cycle sales and use had soared.

**Stuart Reed**, CTC, stated that local authorities are now the weak links in getting the new transport mode hierarchy put into effect. They are still too reticent in implementing schemes for which the legal framework is now in place. He said the Treasury had forbidden the Home Office to publish the results of road traffic law consultation. There had now been a 4 month delay, during which 50 cyclists have been killed. We should write to Charles Clarke, Home Office Minister, pointing out the public demand for change. Someone pointed out that we should not write direct to a minister as our letter will be dealt with by a civil servant and not seen by the minister concerned. We should write to our MP and ask to have our comments passed on. We're fortunate in that, for many of us in Norwich, Charles Clarke is also our MP.



**Paul Osborne**, Sustrans, gave an inspirational presentation on Safer Routes to School, which he later told me he'd be prepared to give in Norwich if we could provide him with an audience of traffic engineers and headteachers. He mentioned that as the cost of bussing pupils to schools rises, cycling becomes better value. He was also concerned that among cycling schoolchildren, only 10% are girls.

**Howard Gott** spoke on another of the Cycling Project for the North West schemes, Cycle Life Style. This programme, available for 13-19 year olds at risk of social exclusion or who are disaffected, within the City of Manchester, enables them to develop social/life skills through progressive and challenging cycling activities. As with Wheels for All this too is worthy of extending to other regions.

**Bob Dixon and Joe Ryan** introduced us to their pedicabs, one of which was in our room, upstairs in the Town Hall! They spoke of their experiences of organising and running pedicab services, unfortunately made difficult in this country by local councillors and taxi companies. Other countries are not so slow of course. Italy had really taken to the pedicab and services, mainly for tourists, are up and running in Turin and other cities. The usual tale of missed opportunity here!

**Robin Field**, in 'Stopping the Squeeze', pointed out that it's no use having wonderful plans for cycling if road engineers have no idea how to deliver them on the ground, even undermining them with other priorities defined as safety (in their terms!). Crude schemes masquerading as traffic calming can be difficult, even disastrous for cycling and unless this trend is reversed will make it impossible to attain the objectives of the National Cycling Strategy. We must learn from Europe and find ways of persuading all drivers to give cyclists the space they need regardless of the road features. He is another speaker I'd like to invite to Norwich!

The awards, presented by the Lord Mayor, went to Nottingham City Hospital BUG for ring-fencing car parking charges for the development of cycling facilities, and to Nottingham CTC for producing a regularly updated Pedal Pushers Guide to Nottingham. Runners-up were the Devon Bike-bus for integrated transport and Conwy CTC for

tremendous effort in promoting the National Cycle Network. Apparently Conwy had the biggest Ride the Net Day event in Wales; we could have nominated David Hood's North Norfolk Cycling Snowball.....

The Sunday ride included a visit to the Velodrome, in use by aspiring racing cyclists, both adults and children. What a wonderful local asset and encouragement; we should campaign for a velodrome to be included in one of the developments here.

Before returning home on Monday we spent some time in the Museum of Science and Industry - excellent! Our journey home was a major physical exercise. Instead of a single train all the way, we managed it eventually with five, all vastly overcrowded. An unfortunate ending to an excellent and worthwhile few days.

*Phyll Hardie*

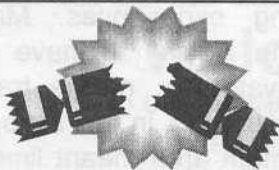
## SANDY LANE CYCLE TRACK

Work is well under way on a short stretch of track from the junction of Hall Rd towards the entry to Lakenham Way from Sandy Lane. The work is part of the development of the new Homebase Megastore.



The Sandy lane junction with Hall Road

The track should be of great benefit to residents of Tuckswood Estate as it will provide a safer route to the City Centre and to Cavell and Hewett Schools.



**DON'T FORGET**

**AGM**

**THURSDAY 14TH DECEMBER**

**7.30 FOR 7.45 START**

**THE GREENHOUSE**

# Safe Routes to Schools initiative

As a result of discussions at our July meeting, a few interested members of Norwich Cycling Campaign met during August to discuss what, if anything, we could do to encourage more cycling to and from schools. There is a national campaign by Sustrans to identify and improve safe routes to school (SRtS) and Norfolk County Council have an assigned planning officer to deal with this issue. However they seem to be concentrating on physical infrastructure, traffic calming etc. not addressing the 'culture shift' needed by parents, pupils and staff, to get more people out of their cars and onto bikes or feet.

After a brainstorming session, we wrote during September to the Headteachers and Chairs of Governors of 24 selected schools in Norwich, mainly middle schools, and some high schools. We offered advice and guidance on appropriate routes to the school, offered to escort children and parents on the initial journeys, demonstrations of bikes, clothes and carrying facilities or presentations/literature to groups of parents, staff or PTA's. We have had several responses by phone and letter, generally positive and, on Thursday 19th October, Rob Conway and I made our first visit to St Thomas More Middle School.

The occasion was a Parent/Teacher evening and we had a table near the entrance with literature, maps and information available, plus repeated showings of two SRtS videos showing practice from other parts of the country, kindly loaned by Rob Marshall. There was considerable interest - Rob and I had a busy couple of hours answering questions, offering maps and comparing experiences. Many parents spoke of the desire to have an alternative to the private car, of the traffic volumes on nearby roads and, in this school's case, the wide catchment area meant limited choices for some. However, I was encouraged by the number of parents and pupils already cycling to school. There is nothing like an

people, having got on their bike again, realised just how convenient a method of transport cycling is for the urban environment.

Having tackled one such evening, we are now better prepared for the next. Perhaps you have contact with a nearby school, preferably with a supportive headteacher, who is looking for a more sustainable travel plan for staff, pupils and parents? If so please contact *Richard Bearman 01603 403415, Rob Conway 01603 504762, or Phyll Hardie 01603 435547.*

We can then jointly offer our services as keen cyclists to that school. We will also welcome help from you, our members, to visit the interested schools, with supporting information, videos etc. Cycling is accessible to people of all ages, and the health, fitness and cost benefits are potentially enormous. However, it needs an event like a petrol shortage to change the attitude of people to make walking and cycling the norm, with the private car reserved for special purposes.

Richard Bearman

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## My visit to Norwich

by a Finnish cycle planner

I had the chance for the first time in my life to visit the UK and Norwich this summer. Invited by Phyll Hardie, I decided to go to see and experience cycling over there. It happened to be quite a cold period in the middle of July.

My first interesting experience was a 'pedalling paramedic', about whom Phyll had showed me an Evening News article. The UK's first pedalling paramedic had just started work a couple of days earlier. The first day I went to see Norwich city centre with Phyll and Bob we met him there. He told us he had already had several calls.

Norwich centre itself was very historical and pretty, especially the wide pedestrian zone. The only pity that I could see was that cycling



was not allowed there. In Finland we normally allow cycling in pedestrian areas, but perhaps it's a cultural question.

If cycling is allowed among pedestrians there must be an unwritten rule that cyclists travel very carefully and slowly. I understand there is some problem concerning this in Norwich.

It's a pity that because of a few 'tearaways' all cyclists suffer. In such a wide pedestrian zone it would be nice to be able to cycle close to the shops or other destinations.

The National Cycle Network Route 1 goes through the city centre. I liked the arrangements in the Agricultural Hall Plain area - red surface, which I found very elegant, and well painted cycle lane. In Finland I'm used to cycling on the separate pedestrian and bicycle ways, so I found cycling in between lines of cars rather unnerving.

On other days we cycled to different destinations, including the Sainsbury centre where we visited the Norman Foster exhibition. He is a famous British architect and urban planner and even designs aeroplanes. Hopefully his Millennium bridge for pedestrians and cyclists will be put right in the future.

There was a lot of countryside right next to the city of Norwich, with traditional farm animals. We also saw another part of Route 1 - Marriott's Way - with a fine new bridge [Dragon Crossing].

We visited another bridge [Hellesdon Mill] which aroused some consternation - it wasn't **that** bad, because cars were slowing down anyway, but causing cyclists to mingle with cars when there was another, separate bridge for pedestrians, was something I didn't quite understand. I mean, by building the pedestrian bridge a little bit wider it would have been excellent for cyclists too, without too much extra cost.

Anyway, on the whole I enjoyed cycling with Phyll and Bob and meeting some of their cycling friends. 'Travel opens your eyes' - yes, that's always true.

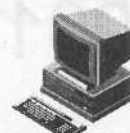
**Jaana Salo**

## **Contacts**



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42-46 Bethel Street  
Norwich NR2 1NR

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**Website**

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## **Welcome**

**to our newest members**

**Ruth Dickens,  
Ian Reynolds  
and  
Terry Wooller**



## **North Sea Cycle Route**

# **Launch and Inaugural Ride 2001**

The North Sea Cycle Route is being launched at the end of May 2001 and the inaugural ride will pass through Essex, Suffolk and part of Norfolk.

Giles Goyder, Suffolk County Council Tourism Officer, has been a key player for several years in the steering group for the development of the North Sea Route, which runs through 8 countries bordering the North Sea. Giles feels that this is certainly going to put Suffolk on the international cycle touring map in a big way and is sure the local cycling community will play a significant part in the official launch.

There are a lot of similarities with the Sustrans Longest Ride this year. There could be events en route, at key points in each county, where local cycling groups can meet up with the long-distance riders, with photo/press opportunities etc.

Provisional dates are as follows:-

Tuesday, 22nd May - Hoek van Holland  
Wednesday, 23rd May - Harwich - Colchester  
Thursday, 24th May - Ipswich  
Friday 25th May - Halesworth  
Saturday 26th May - Beccles  
Sunday 27th May - Norwich

Perhaps we should get involved, by cycling part of the route, or arranging an event in Norwich on 27th May? If you are interested in getting involved, or have a good idea, please let us know. More info in our March newsletter.

(Giles Goyder may have updated information. You can phone him on 01473 583000. The North Sea Cycle Route also has its own web site at [www.northsea-cycle.com](http://www.northsea-cycle.com))



# **winter events calendar**

## **Annual General Meeting Thursday 14th December**

**The Greenhouse, Bethel Street**

**7.30pm for 7.45pm start**

All members welcome.

Bring and share buffet.

Organic beers, wines and  
soft drinks for sale.

Speakers: Matthew Williams and  
Phyll Hardie look back on the June Ride  
the Net celebrations, with slides.  
(see page 3 for more information)

## **Campaign meetings**

**The Greenhouse, Bethel Street**

**7.45pm**

The dates of the 2001 Campaign meetings will be discussed at the AGM. These are likely to be on either the third Wednesday or Thursday of each month.

Please contact the Campaign office to confirm arrangements for the January and February meetings. Future dates will be published in the March 2001 newsletter.

## **Got a puncture? Don't know how to mend it?**

**If you'd like to learn,  
contact the Campaign office  
and we'll offer you a  
free**

**Puncture Repair  
workshop session!**

**"LOOKS LIKE WE'RE OK THEN, SANTA - WE CAN  
TAKE THE BIKE TRAILER AFTER ALL!"**

