

# NORWICH CYCLING CAMPAIGN Newsletter 41

June - August 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.

## Rob changes Job

Rob Marshall writes:

All of us involved here at County Hall in last year's Local Transport Plan funding bid submitted to central government got their 'exam papers' back last January with 'ten out of ten' on the bottom. We got £10M for 'integrated transport' projects and a further £19M for maintenance. It's certainly the best transport funding settlement that Norfolk has had and means that our 'green' transport projects (which believe me, dominate the project list) get a major boost. Similarly, the maintenance funding when compared to previous allocations are now approaching the 'dreams of avarice' (so get onto our maintenance people about your 'favourite potholes' and 'dropped' kerbs!). So it's good news all round for cyclists.

So what's all this with this old news, which happened back in January? some might ask. Well, the 'fallout' is that we've had to have a major review in the Planning and Transportation Division of how we are actually going to deliver the projects and, hopefully, make the best use of the money. We're a bit light on 'green engineers' to lead on the growing number of sustainable transport projects so some staff re-shuffles have taken place here at County Hall.

From April I changed jobs from 'County Cycling Officer' to 'Senior Engineer (Traffic Strategies)'. It was felt that the Traffic Strategies team, which undertakes all of the strategy study work needed a shift in skills emphasis, more akin to a 'town planner with green credentials' (they were still green the last time I looked at them). So, I accepted the offer and moved into the team to lead on such things as the Quiet Lanes and the Market Towns Walking and Cycling Strategies (no mean task, there are 20 of them in Norfolk!).



As I write (mid-May), my replacement here at County Hall has not yet been settled but it's in hand I'm assured. I'm also sure that he or she will do a fine job, no doubt in a different way to how I did it, probably better too. I'd like to think that I've left a healthy cycling budget, programme of future projects and a positive pro-cycling legacy to build on. I'm sure that my successor will continue to get the support from all you Cycling Campaigners (you know who you are) who've been my crutch/ally/sounding board/free labour/shoulder to cry on and, not least, a friend. I sincerely thank you all.

I'll still, of course, be here at County Hall promoting all matters cycling and I'm happy to hear from anyone who has a burning cycling issue (tel 01603 224203). Perhaps I'll now

have more time to actually cycle more. I'll certainly feel less guilty taking to footways (which I did occasionally) and not wearing a cycle helmet now that I don't have to set an example as County Cycling Officer!

Take care on them roads!

PS: 1. anyone got a cheap Brompton folding bike going? My 'company bike' is no longer at my disposal.

2. Check out the new cycle link (thanks to the City Council!) through County Hall grounds from Arnold Miller Road/Netherwood Green to Lakenham Cricket Club and County Hall roundabout. We're still working on getting through to Bracondale via The Loaning - bear with us!

*Norwich Cycling Campaign would like to say a big 'Thank You' to Rob for his enthusiastic support as Norfolk County Council's Cycling Officer. We wish him the very best of luck in his new position of Senior Engineer (Traffic Strategies).*

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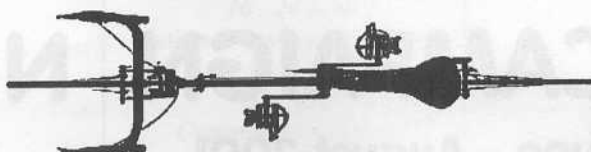
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# Editor's Info....

By Mike Savage

In the last Newsletter I mentioned the two new foot/cycle bridges across the Wensum in Norwich. In fact, there are going to be three! The third one will be from Barrack Street (near Greens new leisure centre) to the footpath near Cow Tower). Work is well ahead of schedule on the bridge near the Ferry Boat in King Street and this should be completed by the end of the year.

The second bridge from St. Anne's Wharf to the UCI cinema complex is still held up due to planning and engineering problems.

## CHANNEL 4 DROPS THE TOUR

Many of you will already know that, despite broadcasting the Tour-de-France very successfully for many years, Channel 4, for reasons best known to itself, has decided not to broadcast the Tour this year! Instead they will apparently be putting out cricket.

I personally feel gutted about this and will be protesting to Channel 4 toute-suite!

## SPACE AGE BIKE SHED



Full marks to Homebase for the elegant bikeshed well located right in front of their new megastore in Hall Rd. Unfortunately the new shared path down Sandy Lane from Hall Rd does not link up with Lakenham Way as mentioned in a previous newsletter. The 50m section between Whiting Rd and the start of Lakenham Way is footpath only although it's quite wide enough to be shared.

Mike Savage



"When I see a man on a bicycle, I have hope for the future of the human race"

H. G. Wells

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# Chairman's Chat

By Phyll Hardie

I recently had the pleasure of three weeks supply teaching at Avenue Middle School. This school has a School Travel Plan, devised through consultation between staff, governors and parents (Why weren't the pupils consulted?). It includes a 20 mph speed limit and a one-way system in the vicinity of the school, with the children being expected to walk to school if at all possible. I was disappointed that cycling wasn't mentioned and my enquiry brought the usual response that 'cycling is dangerous'. What a pity that media reports of horrific accidents frighten the 'adults concerned' into discouraging, even banning, cycling while the dangers of children leading a sedentary lifestyle are not considered newsworthy so don't get the media attention they should. If more children cycled to school the 'critical mass' so caused would slow traffic and give a heightened perception of safety.

As I cycled to Avenue Middle I counted the cyclists I saw on the way - 62 on one morning in spite of the inclement weather. The 5-mile journey took 30 minutes, normal for this distance. On the morning I travelled by moped I took ten minutes longer, due to congestion which the cycling facilities allowed me to bypass.

Yes, it really is quicker by bike, as the commuter race to be held during the Festival of Cycling in June (formerly National Bike Week) hopes to prove—see opposite page.

At a recent presentation at City Hall to an audience of teachers, school governors, parents, and health and transport professionals, the Sustrans project director for Safe Routes to School, Paul Osborne, spoke about the necessity of providing safe routes to encourage the adults concerned to allow children to walk and cycle to school. I followed up by giving the children's and young people's views and ideas. A summary of my presentation is available on the Cycling Campaign's website, while a new website helping to make children's journeys to school safer, healthier and more environmentally friendly can be found at [www.saferoutestoschool.org.uk](http://www.saferoutestoschool.org.uk). Incidentally, we have received a letter of congratulation on the interest and usefulness of our own website. Why don't you access it? Our website manager and membership secretary, Ian Mold, would be pleased to receive any relevant items with which to keep it updated.

It was good to hear that Norwich's cycling paramedic, Iain Colquhoun, has now become a permanent feature on the streets of the city centre following his six months trial. Iain has also been instrumental in getting similar schemes going in other cities, including in Japan and the US. On behalf of the Cycling Campaign I wrote a letter of congratulation which was printed in the Evening News. As a result I received a letter of thanks from the East Anglian Ambulance Service. How nice - a change from some of the responses I've had to my letters in the paper!

Happy summer cycling! Let us know of any exciting cycling tours or activities you get up to.

## Conference at Cambridge

The recent National Cycling Strategy conference 'Cycling - the way ahead', held at Robinson College, was an inspiring day. An early start, leaving Norwich on the 6.52 train, meant I was at the conference venue by 8.30am (the following train would have been too late). Following an argument with a security guard, during which that much maligned object a bicycle became transposed into a neat little packet, a feat which saw the opposition in smart retreat, my early arrival gave the opportunity for conversation with the first speaker, John Whitelegg. You may remember that I reviewed his book in the last Newsletter so I presented him with a copy of the newsletter and he autographed mine. He is a man after my own heart!

Here is a summary of the papers presented at the conference:

**Working together to promote cycling - John Whitelegg, Professor of Environmental Studies, Liverpool John Moores University:** spoke on the National Cycling Strategy, its objectives and how it is being monitored. The tasks of the National Cycling Forum and its outputs were followed by subjects which we as cycling campaigners probably already know, such as the benefits of cycling, reduced congestion, healthier population, reduced social exclusion, economic benefits for town centres and through tourism, less pollution. The policy dimension included Local Transport Plans,

Countryside Transport Strategies, transport plans for businesses, local authorities and the public sector, and went on to outline the approach now being implemented in Guildford, Surrey.

**Partnership working initiatives and opportunities - David Meiklejohn, Travel for Work adviser:** outlined Cycle Friendly Employers 'encouraging cycling to, from and for work'. This organisation, started in 1996, is a multi-agency steering group and network of employers producing company cycle plans using the selling points of health improvement, congestion beating and solution to pollution. Travel for Work started 1997 with the aim of 'helping businesses help themselves to reduce the costs and environmental impacts of travel'.

**Developing successful cycle Schemes - Richard Preston, Cambridge Projects Manager:** involves the following issues - consultation, design,

construction, maintenance, partnership. Successful schemes need improved monitoring, more commitment and more awards for good schemes.

**Meeting the needs of cyclists - basic principles and good practice - David Davies:** advantages of cycling, dangers, infrastructure needs, cycle-friendly approach, hierarchy of measures to improve cycling conditions, cycle audit and Cycle review. We saw plenty of plenty of local examples in this presentation! It was also interesting to hear that the UK holds the world record for the highest number of roundabouts.

The role of transport professionals in promoting cycling was another subject covered, as were items relating specifically to Cambridge - cycle parking and theft, a walking and cycling strategy, and Cambridge's local transport plan. **Phyll Hardie**

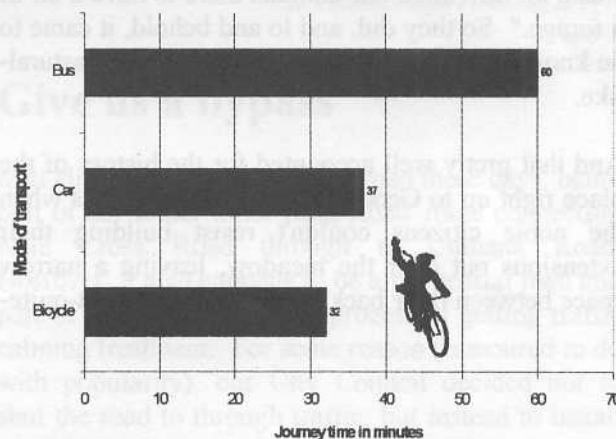
## Commuter Challenge—a trial run

At the last Campaign meeting there was some discussion about mounting a "Commuter Challenge" during the June *Festival of Cycling* (National Bike Week).

Nicola, Richard and myself decided we should have a trial run first, so on Monday 30 April we arranged to start outside the shops in Thorpe Marriott - Richard collecting Nicola and her Brompton in his car while I cycled out there. We were due to meet up outside the EDP building in the city centre.

At 8.05 we set off - Nicola to the nearby bus stop, Richard to his car and me on my bike down the road a few yards then onto Marriott's Way. I had only a few hold-ups: waiting for the lights to change at the Pegasus crossing on Fakenham Road, then negotiating the quagmire at the back of Budgens car park in Drayton. This was followed by having to dismount and push my bike up the steps to rejoin Marriott's Way. The most serious hold-up however, was when crossing Hellesdon Road/Marlpit Lane - after several minutes myself and two other cyclists forced our way across as the traffic snarled-up. Plain sailing after that and at 8.37 I was locking my bike to the railings outside Prospect House - 32 minutes 40 seconds for 6.56 miles according to my computer. Five minutes later (8.42) Richard walked round the corner, having spent 10 minutes getting from the inner link road to a 30-minute parking space in Rouen Road.

So, we just needed Nicola to turn up. After a while,



Richard, concerned about his limited parking time, retrieved Nicola's Brompton from his car and left for home. I hung on, and at 9.05 Nicola finally appeared, after a 5-minute walk from St. Stephen's - 1 hour exactly! For a start, her bus was 5 minutes late, not arriving until 8.13 - then it was overtaken by the following bus before they got out of Thorpe Marriott. At 8.35 they were still in Drayton (I had already arrived by then). At every stop several passengers boarded, then proceeded to rummage around pockets, bags, etc. for change, delaying things even more. Is this a Norfolk thing?

**Conclusion:** If we three were working in the city centre, Richard would have needed a long-term parking space, Nicola would have been late for work and I would have a muddy bike (but I did hear a cuckoo on the way). **Ian Maunders**

# More mutterings

From Matthew Williams

## Castle Meddle

**I**t wasn't always like this. When them Normans built that old castle, they built it good and proper, with big high walls and a decent defensive ditch to stop us revolting lot getting at them. The ditch wrapped around the base of the mound, and the ground fell away to a stream-filled ravine that ran along the line of Back of the Inns and through the history section at Waterstones (or rather under it).

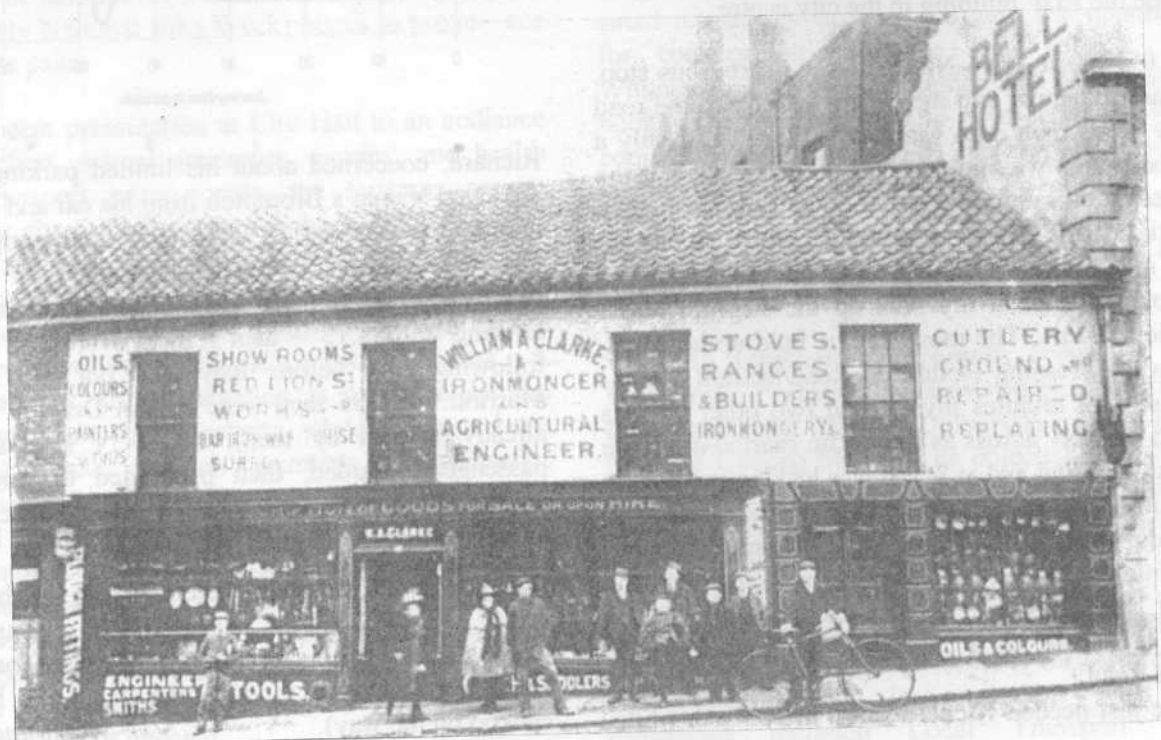
But time moved on, and after a few centuries of apathy from the locals (much like it still is at Carrow Road), people got to thinking "That there ditch is a waste of space - we could lob a few bin-bags of waste in, then stick our animals there to have a bit of a forage." So they did, and lo and behold, it came to be known as Castle Meadow, all green and pastoral-like.

And that pretty well accounted for the history of the place right up to Georgian and Victorian times when the noble citizens couldn't resist building their extensions out over the meadow, leaving a narrow space between their back windows and the not-quite-

so-steeply rising mound, with a thoroughfare known as Castle Ditches. Later on, after the castle stopped being used as a dingy prison and was made into an enlightening museum, the gentlefolk thought it would be nice to do a spot of landscaping and created the Castle Gardens for all of us enlightened ones to saunter in and enjoy.

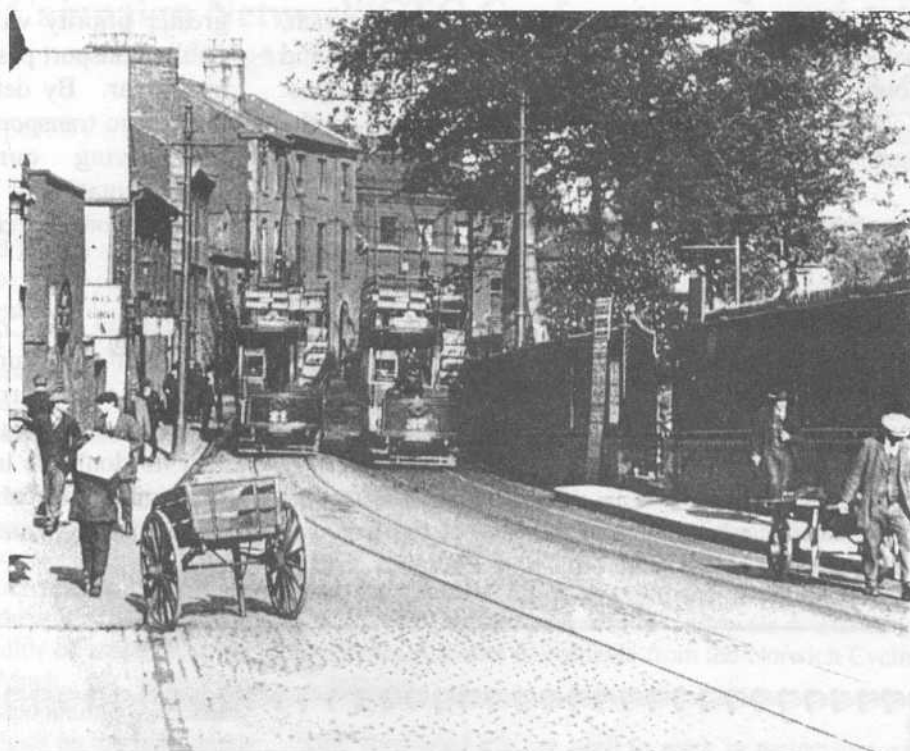
What you've got to realise is that before 1900, you couldn't really get into Castle Meadow from the Pizza Hut end, which must have been jolly inconvenient if you wanted to pop down Prince of Wales Road after your ham and mushrooms with garlic bread. It was because of the need to lay out the tram system that they hacked away a complete building that used to occupy the gap where the pelican crossing is now outside The Bell (see picture). That got the trams into Castle Meadow, but it was a very tight squeeze where trams passed each other (see other picture) because of the high wall to the gardens. Then after the First World War private cars started to be added to the mix and things got impossible, so in 1927 they hacked off part of the public gardens and nibbled at the mound, whopped in a big retaining wall and substantially widened the road. Hey presto - it's the Castle Meadow we know and love!

So you can see that it's a little ironic that the grand thoroughfare that was originally created for public transport (trams, as in electric, clean) has, after exactly one hundred years, been returned to use





exclusively for public transport (buses, as in diesel, smoky). Yet private urban motorists (as in blip, late twentieth century) still feel aggrieved that their divine right to drive along there has been taken away! And, true to form, the wall has been demolished again to pave over a bit more of the Castle Gardens, this time so people (as in generally unfit, don't get enough exercise) can stagger along to the new lift to get them up what's left of the mound.



*Castle Meadow before widening in 1927*

Correction to the above: Castle Meadow is not exclusively for public transport use. One form of private transport is allowed - us on our bikes. And, of course, people on their private legs (well, those who choose still to use them). Which is presumably why the proposed latest scheme for Castle Meadow is being billed as a pedestrian priority scheme. Besides, it sounds less controversial than calling it a new bus station ..... shhhh, sorry.

Avid observers of the exciting day-to-day events on the Norwich Cycling Campaign website will be well aware of the City Council's proposals, and of our guarded response to them. Of greatest concern is the intention to put in block paving (presumably a bit like in Pottergate) on the section of Castle Meadow between The Bell and Davey Place, with a narrow running lane for buses and bikies. What joy.

The architectural master stroke of the Mall, which was the carefully worked-out level subterranean link below the busy Castle Meadow from White Lion Street to the shopping centre, will now be supplemented by an exquisitely designed 'people-walking-all-over-the-road' system one level above. OK, we cyclists can weave in and out if we're in a hurry to get through, but do mind them buses coming up behind, and whoops! that was a bit of block paving.

\*

We are awaiting the more detailed scheme drawings, and if necessary we will resume our role as the revolting ones of Norwich.

## Give us a bypass

Mill Hill Road is a pretty busy road these days, being part of the 'Outer Inner Ring Road' route connecting Mile Cross Road through to Unthank Road. However, it also happens to be a residential road and part of a 'cell' that is in the process of getting traffic calming treatment. For some reason (rumoured to do with popularity), our City Council decided not to shut the road to through traffic, but instead to install a pinch point near the bottom of Clarendon steps.

This was considered a naff idea by cycle campaign members at a recent meeting, because they didn't fancy getting pinched. After contact with the council officers concerned, they have agreed to provide cycle bypasses within the design, with the intention of maintaining a clear route for bicycle users. All we need to do now is make sure there is no risk of the bypass being blocked by parked vehicles or getting clogged with puncturesome debris....

## Private hire higher up the hierarchy

The term 'bus lane' has become increasingly inaccurate to describe the carriageway space reserved on a part-time basis for buses, bicycles and

hackney carriages (taxis). Soon we will have private hire vehicles (mini cabs) added to the mix in Norwich, thanks to a recent bright decision by the City and County Council's Joint Highways Agency Committee. You have to feel sorry for those who have to do the signs.

The more vehicles there are using them, the less effective the priority lanes will be. And we will now have to watch out for fast-moving large cars coming up behind as they rush to pick up their fares, an unnecessary double car trip. Just the thing for encouraging cycling and road safety, and great for the environment!

This flawed decision flies in the face of the County's published strategy (Local Transport Plan and NATS)

that fixes the principle of a 'mode hierarchy' whereby greater priority will be given to bicycle users and public transport passengers than to dependents on the motor car. By definition, private hire vehicles are not public transport and have little to offer in terms of solving our growing transport crisis. Implementation of Norwich's 'Green Spine' plan will now be more difficult than it might have been.

Once again, the Committee seems to have lost sight of the big picture, leaving itself vulnerable to pressure from narrow interests and acting more on whim than on clear policy. So-called 'consultation' will no doubt be used as cover, but we believe the decision-makers should have stuck to their job of implementing measures that encourage modal change.

*Matthew Williams*

*Look...Look...Look*

## **BRING AND SHARE MEAL**

with Cycle Travel Plans video

**Friday 22 June**

**at 7.30pm**

**in The Greenhouse, Bethel Street**

*Drinks, including organic wines and beers, can be purchased at  
The Greenhouse*



### **NEW TELEPHONE NUMBER**

Please make a note of Norwich Cycling Campaign's new number

**07812 904652**







## Cycle Campaign Network/CTC Conference Isle of Wight, 5 May 2001

Report by Christine Wilson and Richard Bearman



This bi-annual conference was, as usual, excellent - very well organised by CycleWight and having a good mix of papers. Apart from the chance to keep up to date on cycling and related issues and developments from both knowledgeable professionals and keen activities, it is always a pleasure to meet people from a range of occupations who are concerned about making our environment a safer and more agreeable place to work and play by promoting cycling.

It is acknowledged now that cycling (and pedestrians) are part of official planning and transportation language but this is still not reflected by major changes in strategic thinking and real action. Don Mathew, Policy Adviser to CTC and Sustrans, gave us a wealth of information on cycling-related developments. Much of what has happened under New Labour is disappointing: abandoning national traffic reduction targets, chaos on the rails, and a partial return to road-building. But there have been attempts to improve road safety and speed is now on the policy agenda. New bicycles will be sold with bells (*what about lights?*). Local Transport Plans (LTPs) seem to be a success: there is now more cash for local transport and transport and planning policies at least make references to cycling.

Don also mentioned that the DETR will be developing a speed hierarchy for roads during the summer and this should benefit cyclists. The Slower Speeds Initiative (on which more below) will be leading this. Campaigners should be watching the forthcoming major change to local authority (LA) funding. Instead of Government grants for each topic, there will be a Single Capital Pot and transport will be competing for cash along with housing and education. Early introduction of this system in Scotland has had disappointing results for transport. The first Capital Pot submission is to be made by 31 July and we should find out from our Council how they think this is going to work.

Over the next four years, Don expects to see compulsory helmets proposed for the under-12s. The 20 mph urban limit should become widespread. Changes in rural land use could offer huge opportunities for cycle tourism, and finally, the public health argument will really start to 'kick in'. Urban regeneration and neighbourhood renewal offer us chances that have hitherto not really been taken up. (He mentioned that under the Transport Act 2000, 'A local traffic authority may designate any road for which they are the traffic authority as a quiet lane or home zone.' In April, Blair announced £30m spread over three years for home zones which 'give priority to walking and cycling over traffic'. I feel parts of Norwich could be suitable for designation as a home zone.

Finally, Don talked about the cyclist-pedestrian relationship. While both categories can benefit from some developments (eg home zones, slower speeds), others create problems for cyclists (eg road narrowings). Some LAs are initiating joint cycle-pedestrian officers, fora and strategies. Since most of us are both cyclists and pedestrians we'll be aware of the common problems. Common solutions would include re-design of the urban and rural roads network, cyclists and pedestrians at the top of a 'road user hierarchy', which is now officially part of LTP-speak, better road safety, and improved linkages with public transport. The preferred option, however, remains catering properly for cyclists on the roads. (See CTC's report: *Cyclists and pedestrians - attitudes to shared-use facilities*. A leaflet is available from the Norwich Cycling Campaign.

Don concluded that we need to work in partnership with others and have a broader alliance of campaign groups. We need to spell out, more strongly than ever the safety, environmental and neighbourhood benefits of non-car options.

Tony Russell is Project Manager for the CTC Benchmarking Project which works in partnership with a team of LAs to identify best practice in implementing cycling policy, to measure its success and disseminate results. The project considers all aspects of cycling policy from promotion to engineering design, and from training to maintenance of cycle paths. Ten LAs undertook the process in the first year and ten more have been selected for the second year. (Norfolk felt at the time that it could not take the extra work on, but we should urge them to be part of the third year's round.) Key findings have been the wide range of innovations, neglected policy areas, and the opportunity for LAs to exchange experiences.

Sue Hall is the CTC's Public Transport Campaign Officer, focusing on bus, coach and rail. She gave us a detailed breakdown of rail franchises and the role of the Strategic Rail Authority. Rail franchises are due to be lengthened from the current 7-10 years to 20 years and this has implications for cycles on trains. 11 of the 27 franchises are up for re-negotiation this 2001-2, three have just been re-negotiated, and the rest will be due on or after 2004. Anglia Railways' franchise expires this year and those of use who take cycles on trains will be concerned that the efforts of Anglia to accommodate cycles are not only sustained but go on improving. Richard Bearman has offered to become Norwich Campaign's link with Anglia Railways and in this way we can monitor what happens and be better prepared to act. In the meantime, Sue recommended carrying out an audit of station facilities and using the results in lobbying.

## Isle of Wight Conference—continued

Bikes on buses was part of the subject of the next speaker. Peter Davenport (of Winchester-based Cycle Works which supplies cycle parking) lived in Seattle for a year and described how progressive Seattle is regarding cycling. In the US promoting cycling focusses on the four e's: engineering (cycle parking and shared roads), education (involving planners, councils, drivers and cyclists), enforcement (bike police and traffic police and a clear policy that law-breakers incur penalties) and encouragement. The latter includes publicly-funded health and fitness initiatives, enjoyment, cycling clubs, leisure routes and fun/charity rides. A few facts:

- A third of buses in the US have a bike rack on the front and it is possible to take your cycle by bus from Vancouver to New Mexico (*but why not cycle?*)
- Every police car in Seattle has a bike rack
- Police on bikes find it easier to 'bond' with people; in fact they find it so enjoyable that competition for those jobs is intense
- The University of Washington has 5,000 cycle commuters
- Cyclists are accepted and cycling is a desirable activity

Peter concluded in a similar vein to Don Mathew by saying that we need more links between cycle campaigns and leisure cyclists, and we need to increase expectations – demand better facilities and funding for cycling. I endorse both these and I am sure other cycling campaigners would agree.

Christine Wilson

During the buffet lunch, Richard attended the AGM of the Cycle Campaign Network, the national body to which many local campaigns, including Norwich, are affiliated. The main point of discussion was raising the affiliation fees by 10% to £11 per 100 members. Most of the groups appear to be very small, and consequently the CCN had been using its reserves for day-to-day running. I still think the annual fee is excellent value for the benefits we receive, and on behalf of Norwich Cycling Campaign was fully supportive of the proposals.

Official business transacted we rejoined the conference in time to hear two local groups present 10 minute "hotspots"

Goerge Wilks of Cyclewight, talked about how proposals for an extensive network of traffic free cycle paths, largely along disused railways, had been incorporated into the IOW plans as long ago as 1995. Unfortunately due to lack of funding, problems with land ownership, one or two missing bridges, and lack of 'joined up thinking' from the IOW council officers and planners, very little of the network has appeared on the ground. Sounds familiar doesn't it!!

Alec McCudden gave us a very interesting story about the 1998 proposed pedestrianisation of Godalming High Street. Originally this include banning of cycling at all times, and the local campaign objected to the proposal on this basis. Usually cyclists are generally supportive of measures to restrict private car access to town centres, but we need to look at each scheme (eg Castle Meadow) on its merits. At the ensuing public enquiry Godalming campaign presented their case, supported by surveys and video evidence of cyclists using the very busy and narrow high street, in both directions. The inspector was very sympathetic to this well presented argument and threw out the original plans to ban all cycling. The new proposal includes two way cycling access to the pedestrianised area, but has not yet been built, it remains to be seen how the intentions translate into reality on the ground.

John Stewart of the Slower Speeds Initiative informed us that speed has 'shot up' the political agenda in recent years. However, there are still major hurdles to overcome, such as the generally paltry penalties for speeding, lack of resources for local authorities, and the motoring lobby getting ever more vocal about their alleged 'right to drive'. There are many roads in Norwich that could benefit from 20mph limits, but how much use are they when enforcement is inadequate? The only answer will be to make speeding as socially unacceptable as drink driving.

### John Franklin - CCN chair spoke about the Campaign for Higher Standards

Many facilities are taking the minimum standards as the norm. We are seeing several examples of narrow cycle lanes on country roads offering little value, but being hailed by planners as 'doing something for cyclists'

- Of 24 million registered vehicles in the UK, about 4.5 m (c.19%) are fleet vehicles, yet they are involved in one third of all accidents - using phones while driving and speeding being common causes. (after Allen Bewley of the RAC in the *Daily Telegraph*, 31.3.01. The Health & Safety Commission has published a discussion document entitled *Preventing at-work traffic accidents* and it was possible, by 25 May, to send in comments about lorries and company car fleets at [www.open.gov.uk/hse/road](http://www.open.gov.uk/hse/road) or on 020 7717 6841/6340.
- The motorcycle lobby want to use bus lanes and advanced stop lines - we should persuade our local authority to keep them out.
- The new Planning Policy Guidance on Transport (PPG13) is out – DETR at [www.planning.detr.gov.uk](http://www.planning.detr.gov.uk)
- The draft review of the Victim's Charter does not include road traffic victims but poses the question: *Should a new Charter include road traffic incidents which lead to death or serious injury?* If you want to respond (by 15 June), try the Home Office on 020 7273 4349 or [www.homeoffice.gov.uk](http://www.homeoffice.gov.uk) (with thanks to Don Mathew)



These schemes often increase hazards for pedestrians and cyclists as they invite motorists to drive right up to the white line. No real shift from pro-car policies, just tacking on some cheap project to gain the 'green' vote. We should not be afraid of demanding high standards of design and reject substandard schemes. The comment that 'something is better than nothing' is not always the best solution.

#### **Geoff Gilbert - Safe Routes to School**

This Sustrans project officer came with the usual excellent presentation and good ideas we have come to expect from Sustrans. Cycling has a greater potential than walking to shift journeys from cars. There could be a revival in accompanied cycling, and schools should be included in the Local Transport Plan. A school travel resource pack, and other documentation is available from the DETR, and they have a school travel advice line 0800 585794. The DfEE also publishes information on safer journeys to schools. Following on from the success of the 'Walking Bus' which is featured in the Safe Routes to School video, we can now join the 'Cycling Train' essentially an on road escorted group of child cyclists - now I wonder where we have heard that idea before!! - thank you Rob Conway. Finally he reminded us of Sustrans' information service for schools - visit [www.srts.org.uk](http://www.srts.org.uk) for the list of brochures and publications. *The message for schools is Cycling is Cheap, Healthy and Benign.*

In addition to the Conference part of the weekend there were social activities as well. On the Friday afternoon, after checking in at our bed & breakfast, Christine & I both had a very pleasant ride round the coast to Bembridge, ending up sitting on St Helens village green, with a pint in hand, discussing the relationship between geology and landscape as perfectly illustrated by the chalk downs on the Island.

On the Saturday evening after the conference, many participants met in the Wishing Well pub near the campsite for a convivial evening meal, and the journey back to the Ryde B&B - down a steep hill in the dark - was very exciting!

On Sunday we could join the 'Randonnee' a 62 mile cycle ride round the Island with multiple starting points and checkpoints. I joined other conference delegates to make up the 'Ryde 4' and clocked in at Havenstreet, about 4 miles from Ryde. We set off anticlockwise, via Cowes and it's floating bridge, on a pleasantly cool and dry morning. Considering as I was on my Brompton, and with luggage, I had in mind to go part way and get the bus/train back to Ryde. In fact I managed all the way to Chale on the south coast, nearly 40 miles, before a puncture in the rear tyre gave my aching legs a great excuse to cadge a lift back to Sandown station.

**All in all a very physically and mentally stimulating weekend.**

**Please note that the Norwich Cycling Campaign office will be closed at  
from 30 June.**

**Our postal address at The Greenhouse remains the same.**



*For Sale*

**Computer package, including software, vdu and  
laser printer. Good working order, but no longer  
required.**

**£200 or near offer.**

**For further details contact Richard Bearman on 01603  
403415**

**\* HAVE YOU VISITED OUR WEBSITE? - [Http://www.norwichcycling.fsnet.co.uk](http://www.norwichcycling.fsnet.co.uk) \***



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## Dates for your diary

**16-24 June**  
**National Festival of Cycling**

**18 June**  
**Commuter Challenge**

**20 June**  
**VIP Ride and**  
**Bike to Work day**

**14 July**  
**Lord Mayor's Procession**

**22 September**  
**European Car-Free Day**

**Plus**  
**CATI (Come And Try It) RIDES**

**16 June**  
Meet at Sainsbury's, Pound Lane, Thorpe, 2.30 p.m.,  
by bus bay, for ride led by Phyll.

**30 June**  
Barn Road Roundabout entrance to Marriott's Way for  
ride led by Rob.  
Details tel. 01603 224203 (office hours)

**14 July**  
Meet at Tesco, Blue Boar Lane, by cycle racks,  
For ride led by Brian and Lynda.  
Details tel. 01603 412440

**28 July**  
Meet at bus stop on Thorpe End village green,  
For ride led by Jan and Malcolm  
Details tel. 01603 700134

CATI rides will continue fortnightly until end-October  
For details of future rides, contact Phyll on 01603 435547

**Plus**  
Monthly meetings—3rd Wednesday of every month,  
except August.

Next meeting: 22 June  
Social Evening/Bring and Share Meal  
(details on page 8)

**Deadline for items for the**  
**September Newsletter is**  
**Monday 20 August**

Are there any letter writers out there?