

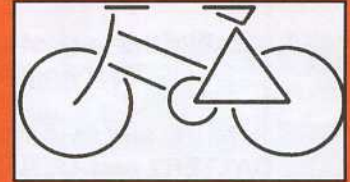
NORWICH CYCLING CAMPAIGN

Newsletter 45

June - August 2002

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.



Matthew quits Forum!

Norwich Cycling Campaign's Consultation Officer, Matthew Williams, has resigned as Vice-Chair of Norwich Cycling Forum—a post he has held since its inception in 1991.

Thankfully he will remain as our Consultations Officer and will continue to pursue all local cycling issues as vigorously as ever.

Matthew tells all on page 9.

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*Cycle Recycle would like to thank the following people
for their donations this year*

Mike (friend of Rob Conway) - 2 mountain bikes

John Harris - Dawes 501 frame & 2 Brooks saddles

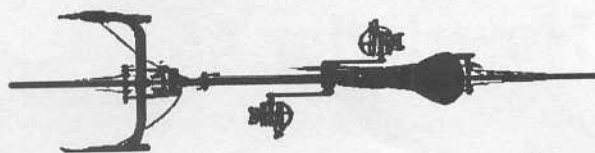
Andrew Ray - 2 Chinese bikes

Jack - wheels & tyres

Anonymous donations of big blue gents' bike and
brown Peugeot loop frame

and as ever, Steve Holland at Specialised Cycles for
the steady trickle of bikes & bits

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Editor's info....

by Mike Savage

NEW CYCLE-FRIENDLY ROUNDABOUT

The Highway Code dedicates six paragraphs and two diagrams explaining to motor vehicle drivers the correct procedure on roundabouts. As much interweaving of vehicles is necessary, it is obvious that on the roundabout all traffic needs to be moving at more or less the same speed, so where does that leave cyclists?

In the cyclist's section of the code there are only three paragraphs referring to roundabouts. The first one refers back to the motor vehicles section suggesting that cyclists may feel safer keeping to the left hand lane and signalling right to indicate when they are not exiting!



The second suggests that cyclists may consider it safer to wait till large vehicles are clear of the roundabout and the third paragraph that cyclists should consider "walking their cycles on the pavement or verge". The upshot of all this seems to be that cyclists should avoid roundabouts altogether!

With the new roundabout at the junction of the Holt and Cromer Roads the planners have, in my opinion, done everything possible to minimise the danger to cyclists. The roads entering the roundabout are divided by long centre reservations. These reservations are wide enough to provide cyclists with an adequate refuge and are set well back from the roundabout to give ample visibility when using the crossings. A shared path encircles the roundabout linking the three crossings. Using the path does of course involve cycling extra distance, but at least at quiet times cyclists can use the road and at busy times can jump the queues which often form entering the roundabout.



Ipswich Road, Norwich: This cycle lane is less than 1 metre wide. Would you risk it between large vehicles?

SADDLED WITH A PROBLEM

From a recent report in the European Journal of Urology, it would appear that narrow cycle saddles can cause problems with male virility.

"The most important factor in safeguarding penile perfusion is not the amount of padding, but rather a saddle width that prevents sufficiently the compression of the arteries"

I have written again to Mrs Lott (p.10, Newsletter 44) to explain the position.

MOTORISTS TO BE TOLLED?

Two separate government enquiries have recently concluded that the only way to persuade motorists to change to public transport would be to introduce road tolls. This could have an unfortunate spin-off as far as cyclists are concerned. Motorists may well switch to minor roads to avoid the tolls. This already happens in countries where tolls are charged on motorways.



New cycle path from Aylsham Road, linking through to local housing estate.

Chairman's Chat

By Phyll Hardie

A year ago I took part in the regional seminar of the National Cycling Strategy held at Cambridge (Newsletter 41). The report of the complete programme of eleven seminars, just issued, makes interesting reading.

We campaigners know that cycling is good for everyone, not just for those who actually do it. We will all benefit from a healthier population, improved access to jobs and local services, and reduced car dependency. A common objection to encouraging cycling is that it is 'dangerous' and would lead to more accidents. In fact, evidence from Europe shows that accident rates fall as the number of cycle trips increase, possibly because motorists become more aware of cyclists' presence and take greater care. Studies also demonstrate that cyclists are good for business, spend more money locally than motorists do, tend to buy food and drink and stay over in B&Bs whereas car occupants often bring their food with them and drive home at the end of the day. We've probably heard all this before, but how do we disseminate this information to the general public?

There is now substantial evidence demonstrating the health benefits of cycling, such that it ought to play a central role in public health policy. Dr H Rutter, speaking at the Oxford seminar, pointed out that regular exercise such as cycling a few miles to work each day, reduces the risk of dying from heart disease by about 40%. These benefits need to be publicised, with local press and media taken on board.

At the Exeter seminar, Roger Emmett quoted a study which grouped cyclists into 4 categories, each with different needs:

Type A - confident, assertive riders who mix with other traffic in a similar style to motorists, but will use off-road routes if they provide a short-cut or more pleasant journey. They are aided by cycle contraflows in one-way systems.

Type B - less confident, happy to mix with motor traffic but prepared to give up directness and speed to minimise tackling risks.

Type C - resist exposure to motor traffic where possible and favour off-road routes. This type will

benefit from 20mph zones, off-road paths, toucan crossings and shared paths. This type resembles the 'sensible 12 year old' - the level of ability the National Cycle Network aims to cater for.

Type D - rarely cycle in traffic, perhaps only on leisure routes. Returners and new cyclists fit here and would benefit from off-road routes to gain confidence before moving on to higher levels.

These different needs must be recognised such that new cycling facilities beneficial to one group do not make matters worse for another. Key findings from these seminars will be made accessible to all who access our website.

A couple of months ago Christine Wilson and I had the pleasure of visiting Leicester's cycle centre, called the Bike Park, situated under the Town Hall and accessed by a slope down from the pedestrianised Town Hall Square. This cycle centre included a shop for sales, repairs, bike and equipment hire, rooms for bike parking and lockers for leaving baggage, as well as toilet and shower facilities, all at very reasonable charges.



While we were there, cyclists were coming and going all the time, many of them commuters and shoppers but also tourists with laden panniers, wanting to leave their bikes securely while exploring the town. Leicester is on Route 6 of the NCN so is attracting and providing for touring cyclists. Norwich is on Route 1 and could make good use of similar facilities. We have been promised a cycle centre in the new Nestle development but, as with all things cycling in

