

# NORWICH CYCLING CAMPAIGN

Newsletter 46

September—November 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.



## PEDAL POWER



Above: A memorable image from Bike Week; over 100 cyclists on the Snowball Ride to Whitlingham Country Park.

Bike Week certainly raised the profile of cycling in Norwich and attracted new members to the Campaign. However, we should not become complacent - now we know what can be done, we can build on this for next year's Bike Week. Thanks to everyone who organised, helped or participated in the events - without you nothing would have happened.

**More  
Bike Week  
reports in a  
special colour  
section  
inside**

### Also in this issue

<i>Editor's Info</i>	3
<i>Chairman's Chat</i>	4
<i>Looking back at Bike Week</i>	5-8
<i>More Mutterings from Matthew</i>	9
<i>Contacts/Dates for your Diary</i>	12

# Editor's Info....

by Mike Savage

## RIVERSIDE MULTISTOREY CYCLE PARKING

As reported in newsletter No. 44 there are 50 Sheffield racks within 5 minutes walk of Thorpe Station which are under cover and virtually unused. The Campaign have approached the owners of the car park with a view to providing lockers, which they have not rejected out of hand. Norwich City Council have agreed to provide signing to the dedicated entrance which is now obscured by overgrown shrubbery.

Perhaps one day we shall see a facility like the one at Park Street, Cambridge - or is this just wishful thinking? At worst, if the existing racks are not used more, the owners of Riverside car park will get rid of them to make room for more cars.

Fifty full-height lockers and *two hundred* Sheffield stands - some adapted for tandems and trailers - at Park Street Cambridge.

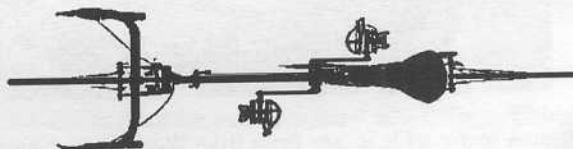


### CYCLING CAMPAIGN OPEN MEETING

Wednesday 18 September 2002 at The Greenhouse, Bethel Street

Councillor Gordon Dean, the new transport supremo for Norwich City Council, has kindly agree to come to our meeting to discuss the role of Cycling as Transport in the city. The meeting will include a brief presentation by the Campaign's Consultations Officer Matthew Williams, and there will also be refreshments. This is your chance to come and put a question to the panel. Such as 'What exactly is a lycra lout, and where do we find them in Norwich?'. If you want to have your question put at the meeting, please email it in advance to Matthew Williams on [mattwill75@hotmail.com](mailto:mattwill75@hotmail.com), or simply jot it down on a slip of paper and leave it at The Greenhouse. All questions to be submitted by Monday 16th September please.

OFFICIAL DISTRIBUTORS OF DAWES CYCLES & BROMPTON FOLDING CYCLES



Proprietor: Steve Holland

### SPECIALISED CYCLES

80 Connaught Road, Norwich  
(off Dereham Road)

LIGHTWEIGHT SPECIALISTS, FRAME REPAIRS & REFINISHING, WHEELBUILDING, SHOES & CLOTHING

CAMPAGNOLO, MAVIC, SACHS, SHIMANO, SMART, AGUSPORT, BROOKS, CATEYE, CARRADICE, TA, TRELOCK, PANARACER, DE MARCHI, LOOK 3TTT, CONTINENTAL, CINELLI, AMBROSIO, MKS, SAPIM, BUSCH & MULLER, DT, CARNAC, POLARIS, AXA, ASENDER, VITTORIA, SQUIRE, NOKIAN, TOPEAK, SIDI, TIME, FREESTYLE, NIMROD, ALTURA, MET, HAMAX, VREDESTEIN, HOPE, ZEFAL, SAN MARCO, SELLE ITALIA, DIA COMPE and many more lines

TEL/FAX: 01603 665668

OPEN: 8.30am—6.00pm

E-mail: [specycle@lineone.net](mailto:specycle@lineone.net)

# Chairman's Chat

*By Phyll Hardie*

One way to discover what's going on in the wider world is to read other cycling campaigns' newsletters. For example, Edinburgh 'Spokes' gives an account of 'European Best Practice', a major report for the Government's Commission for Integrated Transport ([www.cfit.gov.uk](http://www.cfit.gov.uk)). This draws lessons from Europe for transport in the UK.

In Britain we spend more time commuting than in any other European country. According to Professor David Begg, CfIT chair, we're Europe's most car-dominated country, moving to the US model where walking and cycling are oddities and one drives 3 miles for a pint of milk. The car lobby has been so successful that politicians are afraid to do anything remotely anti-car.

Despite media and public perception that motor taxes are high, they are in fact about the European average, while bus and rail fares are much higher. Thus Britons are 'forced' into cars where Europeans would use other modes.

The report says that to attain a major shift to cycling we need well-planned, extensive, cycle networks, with 20mph limits on all but main roads. There must be a new cultural attitude to cycling, through government making it utterly clear that cycling is a fully-accepted transport mode, a desirable alternative to the car and not just a leisure activity. Finally, the strategy must include making cycling far safer.

'Towards Justice', the excellent road traffic penalties report from RoadPeace, the UK traffic victims' charity, informs us that a year's death toll on Britain's roads equals 5 Lockerbies plus 40 Hatfields plus 50 Paddingtons plus the Paris Concorde tragedy. Yet people's perception is that car travel is safest. Contact: 020 883 85102 or [www.roadpeace.org.uk](http://www.roadpeace.org.uk)

Chesterfield Cycle Campaign tells that Edinburgh has experienced a 50% increase in cycle commuting between 1991 and 1999 with a reduction in serious injuries / deaths to cyclists

from 27 a year to 18. Similar results have been achieved elsewhere, eg York, 10% rise in cycling, 30% fall in casualties, but Edinburgh is unusual in starting from a very low level of cycling. These results show that encouraging cycle use does **not** correlate with greater cyclist casualties, as traffic planners and Health and Safety so often claim.

New evidence from Australia and Denmark suggest that prominent on-road measures, such as cycle lanes, increase cycle use because they make cycling look a more valid transport mode. And, like the Edinburgh experiment, increased cycle use in itself improves cycle safety.

Chesterfield also reports that, like a growing number of police forces, West Midlands Police has started putting bobbies on bikes. As a result crime has been cut and patrols extended. Up to 15 officers can be equipped with bikes for the annual cost of just **running** a patrol car, while experience shows that biking bobbies are often quickest to arrive at the crime scene. They're also proving an excellent PR resource with officers being seen as much more approachable. This has led to the first police cycle conference being held in April last year.

In Norwich our cycling paramedic has already proved to be successful in increased response times and lives saved. With our pedestrianised city centre, plus many parks and cycleways, it surely is time to see some bobbies on bikes here.

Stay safe on those roads and remember, the more of us there are out there on our bikes, the safer we'll be.



## Some useful websites

[www.thenationalbyway.org](http://www.thenationalbyway.org)  
(Britain's Heritage Cycling Route)

[www.transport2000.org.uk](http://www.transport2000.org.uk)  
(transport issues)

Don't forget our own discussion group on  
[norwichcycling@yahoo.com](mailto:norwichcycling@yahoo.com)

# In Town Without My Car

*Peter and Alex Howe sent us this article about this interesting event in North Norfolk*

## **WELLS NEXT THE SEA, NORFOLK. Sunday 22<sup>nd</sup> September 2002.**

The North Norfolk Transport Group and Cycle Forum, in co-operation with Wells Next the Sea Town Council is organising a major event to coincide with other similar events throughout this country and mainland Europe.

On Sunday 22 September, some roads around the Buttlands, an open green space in the town centre, will be closed to cars. On the Buttlands there will be stalls and events with a cycling and alternative transport theme, with food and entertainment throughout the day. The event will run from 10.00am to 4.00pm.

A group of stunt cyclist will be performing and there will be antique bikes on display. A local bike shop will be running a 'Bike Doctor' service.

Cycle rides will be organised around Wells through the day, led by local cyclists, and cycle clubs are arranging rides into the Town from the surrounding area. Bikes will be available on the Buttlands for people who would like to enjoy a ride around the town but do not have their own bike.

A schools poster competition is being organised at the start of the Autumn term, with cash prizes. The theme of the posters is to be 'The design or building of a Green vehicle'

Further information is available from Alicia Hull (01263 860518) or Peter Howe (01603 783096, email [peter@camelotcraft.co.uk](mailto:peter@camelotcraft.co.uk) )

Sounds like a good day out but, err, anything happening here in Norwich?-Ed.

---

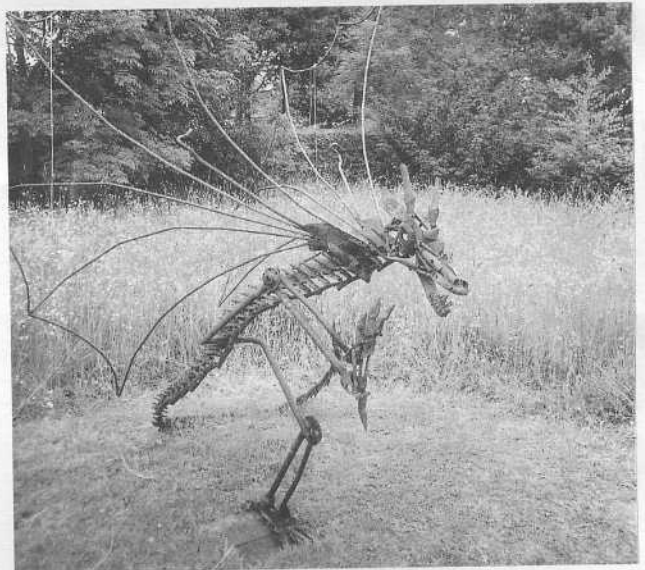
## Cycle Recycle

Unfortunately, Nigel hasn't managed to recycle his bikes into a creation like this (yet!), but the dragon is relevant...read on...

As many members will know, Cycle Recycle is the trading arm of the Cycling Campaign; any profit is passed on to the Campaign treasurer at the end of every financial year.

Donations form the bulk of the stock; Nigel (and helpers) renovate or strip down the bikes. They also mend bikes, reusing stripped down parts, naturally.

During the summer months there is a monthly bike sale in Leopold Road and Cycle Recycle organises most of the event stalls in the city, many providing



free Dr.Bike checks. On 8 September we'll be at the MIND event in Upper St. Giles...come and see us!

The aims of Cycle Recycle are to promote cycling as a viable transport alternative by selling, renovating and mending used cycles at a reasonable price. Cycle Recycle has also donated over 60 cycles to the Merlin Recycle charity, near Colchester, which sends shiploads of cycles to Africa for further recycling and for transport to work and school.

Cycles are also hired out, both to individuals and to groups such as language schools in Norwich. This brings us back to the dragon, which was one of the sculptures at the Burgh Apton Sculpture Trail (Kairos) earlier this summer. Nigel and helpers attended all three weekends and hired out bikes to enable visitors to get round the 5 miles of 'trail gardens' where the sculptures were exhibited. On three occasions, over 30 bikes were on hire at one time. Nigel's elbow is still suffering after over 400 cycle movements in and out of the van!

Nigel still has many, many bikes. He would really appreciate some enthusiastic help, particularly over the winter, to strip down, mend and admire his bikes. Expenses will be paid, plus beer and biccies. Nigel's long-suffering partner, Jane is anxious to see less bits littered around and would also appreciate any help.

