

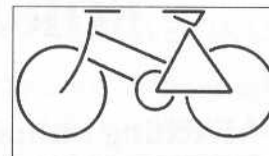
# NORWICH CYCLING CAMPAIGN

Newsletter 47

December 2002—February 2003

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.



## RIDE and PARK

New cycle racks have appeared in various locations in Norwich City Centre which should help to ease the parking problem for the thinking person. We will of course, continue to campaign for more.

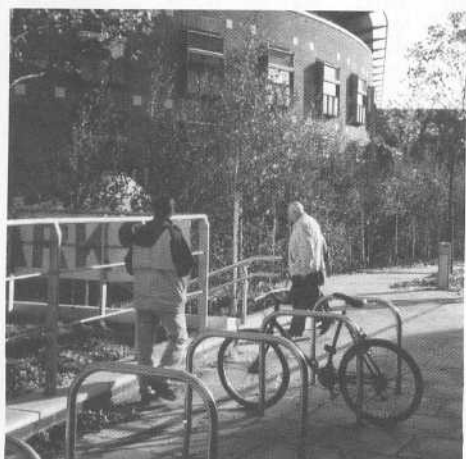
*Photos by Mike Savage*



*Left:* Much awaited Sheffield stands at the Forum

*Right:* Specially designed racks outside City Hall (there are more around the corner in Bethel Street)

*Bottom left:* These stands, on Theatre Street at the back of the Forum, also serve the Theatre Royal and The Assembly House



### Also in this issue

<i>Editor's Info</i>	3
<i>Chairman's Chat</i>	4
<i>Conference Reports</i>	5-7
<i>Time to Recycle Cycle Recycle?</i>	8
<i>More Mutterings from Matthew</i>	9
<i>Contacts/Dates for your Diary</i>	16
<i>And much more...</i>	



**HIRE SALES REPAIRS**

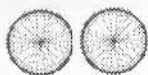


## **"CYCLE RECYCLE" FOR SALE**

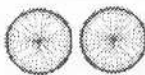
**Exciting business opportunity  
- and a chance to indulge your  
passion for bikes all the time!**

Norwich Cycling Campaign is selling its trading arm, Cycle Recycle. If you are a cyclist, wishing to run your own business, and with some knowledge of bicycle repairs, this is an excellent opportunity to acquire all the stock, information and expertise to set up a self-employed business.

Please telephone 07812 904652 or  
email [info@norwichcycling.fsnet.co.uk](mailto:info@norwichcycling.fsnet.co.uk)  
for an information pack.



GREEN & WORTHWHILE



**SEE ARTICLE ON PAGE 8**

### ***For Sale***

## **Lady's Edinburgh Cadence 400 mountain bike**

**18" Frame, 24 gears, mudguards  
& road tyres.**

**2 years old, as new.**

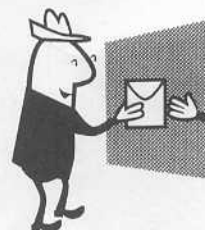
**Cost £300, accept £160.**

## **Sorry!**

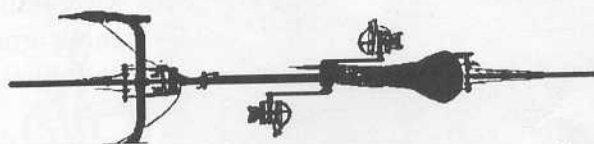
Norwich Cycling Campaign  
apologises to any members who have  
paid excess postage on previous  
newsletters and will send you a  
refund if you wish.

The weight is borderline and  
sometimes just using a different  
envelope moves it into the next band.

There shouldn't be a  
problem with this  
bumper issue as we are  
taking them to the Post  
Office to be weighed  
first!



**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, VRE-  
DESTEIN, 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)**

**[Www.specycle.co.uk](http://www.specycle.co.uk)**

# Editor's Info.... by Mike Savage

## BATTERY OR DYNAMO?

L.E.D.s are now much brighter and use much less power than filament bulbs, so battery lights are well worth consideration. L.E.D. headlamps are now available which actually illuminate the road in front of you. They use four L.E.D.s, are made by Cateye (EL300) and cost approximately £33.

The main objection to dynamo lighting was that the lights go out when you stop. "Stand lights" overcome this problem, they stay on for a few minutes when stationary. This is achieved by means of a built-in capacitor which charges up when you are on the move. Although beautifully engineered bottle dynamos are now available, I prefer hub dynamos. They are silent and virtually frictionless. Unfortunately they do not come cheap since they have to be built into the wheel.

A word about re-chargeables. In my experience they suffer two disadvantages: When they reach the end of their charge they die quite rapidly - much quicker than alkalines. The other is that they do not hold their charge when not in use, especially as they get older. If you do opt for battery lights, in my opinion alkalines are the best option. A full review of the latest lights is in the October/November edition of "Cycle" available from the CTC (£3 to non-members).

## CAMPAIGN ACTIVITIES UNDER THREAT

Due to soaring public liability insurance costs, it may not be possible to continue some campaign activities, such as Dr. Bike, unless the main organiser of the event, such as a fete or street festival, is able to provide cover.

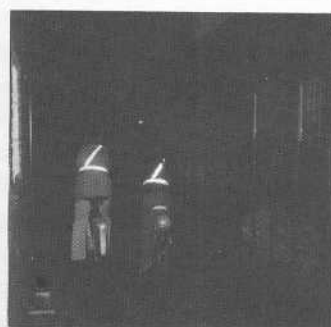


Dr. Bike (aka Nigel) at Norwich Union

## LIGHTING-UP time

### REFLECTORS & REFLECTIVE GEAR

A rear reflector is obligatory. A front reflector must be clear - i.e. not coloured. Moving reflectors, such as pedal and spoke reflectors are very effective. "Sam Brown" type reflective belts are my favourite. They can be slipped on over whatever clothes you happen to be wearing and are very conspicuous.



(Reflective vests and jackets are excellent too - available from cycle shops and work clothing outlets from about £10—I.M.)

### VANDALISM AT UEA

An area of what was beautiful greensward at the UEA has recently been bulldozed to make way for a car park. Never again will you see children tobogganing on this slope from the mound near Bluebell Road.

Apparently there's a terrible hoo-ha going on at the UEA about car parking—should charges be made? Who should have priority? etc. Cambridge University has no such problem. Students and staff there travel by a much more civilised form of transport. I am sure we will never see sacred turf such as Parker's Piece or Jesus Green scraped away to make room for car parks.

Considering there are departments at UEA dedicated to environmental studies and climate change, I think it's about time the university learned to practice what it teaches!

Footnote: One car park space takes up the same area as six sheffield racks—12 bicycles.

# Chairman's Chat

By Phyll

**M**uch has happened in the cycling world since my last Chat. I'll try and comment on it in chronological sequence.

On the day that Christine Wilson and I took the train to Newcastle for the start of our ride on the Coast & Castles route (Newcastle to Edinburgh section of NCN Route 1 – wonderful!) the furore broke out in the press over the proposed Directive harmonising motor insurance laws across the EU. One of its proposals is that it would be compulsory for motor insurance to include cover for a victim's injuries in any accident, whether or not the motorist was at fault. This law is already in force in France, Belgium, Germany, Holland and Scandinavia, while in the UK pedestrians and cyclists are only covered by the driver's insurance if he or she is found liable for the accident. The law would apply also to pedestrians and children, but it is towards cyclists that the media frenzy has been directed. Some terrible things were written – 'Lycra Nazis', 'Bicycle guerillas', 'Already taken over one third of the road with their green cycle lanes', 'smug gits', 'make a bonfire of every bicycle in the land', etc, etc. If such gross defamation and incitement to abuse were directed towards other minority groups, the newspapers concerned would be liable to prosecution. Why not when it's directed towards cyclists? Perhaps all bicycle users, along with the National Cycling Strategy Board, which attempts to get more people on bikes, should unite to pursue damages for these offensive comments.

A similarly hysterical reaction takes place when a proposal to close a street to motorised traffic is mentioned, even if that closure is for one day only, Car-free Day (22 September). Drivers are becoming increasingly jittery and defensive. Knowing that with ever more cars causing congestion, some sort of limiting measure will eventually have to be taken, they intend to fight for their assumed rights for as long as humanly possible.

Car-free Day in Norwich this year seems to have been very much a last-minute decision, with Sustrans East being the first to inform us that Tombland was the favoured option. I had already arranged to attend the Wells event, with the added attraction of getting there by 'buscycle' from Cromer. This vehicle, up from Ipswich for the day, consisted on a 16-seater midi-bus with a trailer carrying 9 bikes. It was being trialled to see how it performed on the narrow lanes

of north Norfolk. If it worked well it was hoped that a regular service could be started there. (It worked fine and we've now heard that a buscycle route is likely to be launched in the Broads area.)

I found Wells Car-free Day disappointing. The event was held on the Buttlands, a sort of village green in the middle of a residential square. It may have been (moving) car-free but it certainly wasn't (parked) car-free. When we arrived there our buscycle couldn't get anywhere near it. A request to move a few parked vehicles did allow us access but the day's events were, for me at least, marred by the sight of a sea of parked cars. Maybe for future Car-free Days the residents could be politely requested to remove their cars, just for a few hours.....? It would be really good to see what the day is surely all about – a 'reclaim the streets' of the town/city centre so that people can walk / cycle / play / perform / stop and chat unrestricted by the dangers and inconvenience caused by cars.

On 21 September our first Great Norfolk Brompton Ride took place. The idea for this came from the outings with my family when my father was a member of the Morgan 3-wheeler Club. If a procession of 30 or so of these little cars could turn heads all those years ago, what would a similar group of small-wheeled folding Bromptons do for the onlookers? Following publicity in local papers and A2B Magazine we had 29 riders turn up at the Forum at 9am. This included two who had come up by train – 6.30am from London – very keen!



*A Fold of Bromptons*

*Matthew Williams*

Fortunately we had a lovely sunny, warm day for our ride to Wymondham, arriving in time to enjoy the farmers' market in the central Market Place. We did indeed receive some interested stares and

incredulous looks. The return to Norwich was undertaken as two separate rides, early and late, with no-one opting to return by train. A competition was held for the most apt suggestion of a collective noun for a group of Bromptons. The winner was Richard Bearman with his 'fold'. Was this the first ride specifically for Bromptons, we wonder? Certainly it was a great success and likely to be repeated, possibly annually.

The postal address of Norwich Cycling Campaign falls within the constituency of Charles Clarke, our new Education Secretary. Perhaps now is the time to suggest that more be done to encourage schools to promote cycling among their pupils, measures like making cycling part of the National Curriculum. We have in the past received complaints from middle school pupils that the adults who rule their lives – parents, teachers, the local council – are not doing enough to keep them fit and active while they themselves feel helpless in being able to do much about it. Our vain efforts to engage schools in cycling related activities have shown up this apathy. At the recent School Travel Plans conference in Cambridge, Julie Windeler, road safety officer with Halton Borough Council, showed how Junior Travel Plans, devised by the pupils themselves and including cycling, could be brought into all areas of the curriculum. I would like to see each school having a member of staff with special responsibility for encouraging pupils and staff to cycle, whether as commuters or through specially arranged activities. Training for parents wishing to cycle with their children should also be available.

Cycle training for both children and adults looks likely to become much more universally available. The CTC has produced a draft consultation paper, 'National frameworks and standards for the training

and education of cyclists, bicycle users and providers of cycle activities'. This sets out clear recommendations which will form a basis for action and make a major contribution to the promotion of cycle use in the UK. Input has come from RoSPA, DfT, Sustrans, the School Travel Advisory Group (STAG) and many others. Accredited training for cycle users and group leaders will become available, maybe even compulsory, in the future. This could enhance cyclists' image among other road users.

Being a cyclist or bicycle user brings other benefits than the obvious – improved health and fitness, faster travel through congested areas, and so on. One is also part of a great fraternity, or sorority if female. I discovered this three years ago when I went to work elsewhere for a few weeks. On contacting the local cycling campaign I was immediately welcomed into their midst with a friendship which continues to this day. Two of our newest members, Sue and Graham Bergin, on moving to Norwich from the West Country, knew that on contacting us they'd immediately find themselves among like-minded friends. Bob and I first met Sue two years ago when she worked at Sustrans head office in Bristol. On calling in during our London – Cornwall ride it was Sue who welcomed us on behalf of Sustrans staff and presented us with a book to mark our ruby wedding.

The CTC Cyclists' Hospitality Directory has the effect of bringing touring cyclists together. This year, through this scheme, we had a German couple to stay, cycling Route 1 on their way home via Harwich. We'd never met before, maybe won't again, but what a pleasant evening we spent, talking cycling in our two countries. Cycling is obviously a very friendly, companionable activity.

*Phyll Hardie*



## CTC / CCN Conference - Liverpool, 2 November

Hosted by Merseyside Cycling Campaign



This excellent conference was attended by my husband Bob and myself representing Norwich Cycling Campaign. Our pre-conference package included some useful information, including a cycle-route map of Liverpool and surrounding area, something which proved invaluable to us who'd never been there before. For two nights were accommodated at the home of Peter and Diane, MCC members. They live several miles out of the city but were easily reached via Mersey Link railway with its 15 minute daily and evening service, an excellent asset. Even a Brompton was superfluous.

As usual the conference brought together an

excellent group of speakers to enlighten and entertain nearly 90 delegates (1 in 4 of them women). These included **Kevin Mayne**, director of CTC, who spoke on the current initiative to increase and improve the quality and availability of cycle training for all, adults as well as children.

**Sarah Dewar**, TravelWise co-ordinator, spoke on the need to 'sell' cycling, to 'persuade', that an attitude change is needed before any great behaviour change becomes apparent.

**Roger Geffen** is the CTC's new Campaigns and Policy Manager. His previous experience of cycle

campaigning in London and Oxfordshire well qualifies him for the major challenges ahead.

**Derek Gould**, chairman of Merseyside Cycling Campaign, is a consultant radiologist who set up the first BUG in Liverpool, at the hospital. He believes that the key to a reduction in vascular (heart and circulatory) diseases lies within transport options, while our culture remains an obdurate hurdle to making rational transport choices.



**Paige Mitchell** spoke about the Slower Speeds Initiative. I wish they would widen their remit to include campaigning for better driving standards generally. Maybe one day – one step at a time!

**Marcus Jones** of AEA Technology assists in the management of the English Regions Cycling Development Team, while **Steve Essex** has been appointed to the team to represent the North East. (Our own Rob Marshall now represents the East.)

- **Cathy McNulty**, Liverpool's Cycling Officer, gave a lively talk on her job and the progress made in the city since the last CCN conference there 5 years ago. She told us she holds regular workshops for the transport engineers in her department, to explain cyclists' needs and get them to see problems from the cyclist's perspective. (What an excellent idea! Do ours do this?) We also had members of Manchester Cycling Campaign updating us on their latest success – getting their city's trams to carry bikes, something that will greatly assist commuters from the surrounding areas.

During the conference the following facts came to light:

- During a survey cycling was ranked as the 5<sup>th</sup> preferred leisure activity among adults – but this did not include cycling as a transport option. 67% of primary and 41% of secondary school pupils say they enjoy cycling, but only 2.5% actually commute to school by bike. This works out at 9 million adults nationwide cycling for leisure, 800,000 regular cyclists, with 15 million potential adult cyclists.
- We are now looking at a generation of children whose parents did not cycle themselves so do not encourage the children to do so. We need to look to the grandparents for encouragement, to put the bikes together and maintain, etc.

- The biggest deterrent to cycling is the perception of danger, even among regular cyclists. But deaths during 1999 (the latest year for which figures are available) do not bear out this fear –

DIY at home: 3974      Other accidents: 5026

- All transport: 3032  
Cyclists, road traffic accidents (RTA): 138  
Cyclists, non RTA: 29

This misconception could be counteracted by more positive media attention, but it is apparently not politically expedient to do so.

- So, our priorities should be:
  - A national standard in cycle use, ie training;
  - Public health promotion – found to be more effective than promoting the environment;
  - To get irregular leisure cyclists to switch to cycle use as an everyday transport mode.
- The 'elderly' and 'disabled' are frequently used as scapegoats or excuses when the subject of cycling facilities is discussed. Many cyclists are elderly and disabled, probably more so than in the general population since cycling is an easier means of getting around for such people. They would welcome such facilities.
- This year Merseyside held a very successful 2-day Green Transport Festival. This included the Liverpool Cycle Show, community events, media advertising, awareness raising, even advertising 'green' transport modes on carpark tickets. Their Car-free Day involved the closure of two streets and included such innovative ideas as rickshaw rides and a hot air balloon. Their Bike Time organised rides won a Health Challenge award – maybe this is worth investigating for our CATI rides.

Our Sunday ride around the city's cycle friendly infrastructure, led by **Cathy McNulty**, showed the good and some doubtful ideas now in use. It was good to see cycling allowed right through the parks and green spaces; there were several of these. There were also some counter-flow cycle lanes in one-way streets. But an on-road cycle lane around the outside lane of a large roundabout looked a bit hair-raising. Several brave souls tried it with the rest of us looking on. The number of emergency stops performed by cars made it look somewhat hazardous. If it were universal, together with a speed limit to slow traffic entering such roundabouts, and with all road users knowing about it, it could assist nervous or novice cyclists. There were even suggestions from members of our group that accidents to cyclists here could incur claims against the council.

Bob and I spent a further night in Liverpool, at the very fine new youth hostel, which gave us time to take the early ferry across to the Wirral. Here we managed a few miles on NCN Route 65, which took us along the coast. This was promenade most of the way, with marked out cycle lane. It was amazing

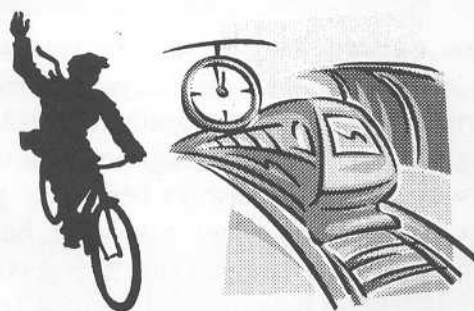
how many pedestrians we had to ride round on this lane; maybe pedestrians need training too. We took the train home very reluctantly as there were so many more things we wanted to see. We shall return, perhaps to participate in a future Merseyside Cycling Campaign event.

*Phyll Hardie*

## INTEGRATING CYCLING WITH PUBLIC

**O**n 19th September, Matthew attended the second in a series of important National Cycling Strategy (NCS) conferences organised by the University of Nottingham and supported by the Department of Transport, CTC and the Institute of Logistics and Transport. The purpose was to look in detail at the potential for combining cycle trips with trains, buses and light rail.

Appropriately, Matthew's trip from Norwich to Nottingham was nice and slick, with a direct rail link (Central Trains) and cycling connection at each end using a folding bike, making it just over three hours door-to-door. However, many of the 80 or so delegates, from various local authorities, consultants and academic institutions, evidently arrived by car, and some of the campaign representatives had some awful stories to tell about their local rail and bus companies when it comes to integration with non-folding bikes.



The conference opened with an announcement about the appointment of the NCS English Regions Cycling Development Team, and of course the Coordinator for the East is a certain Robert Marshall, known by many of us as the ex-cycling officer for Norfolk County Council. As usual for such gatherings, the morning was given over to a series of speakers, and the meeting began with a largely anecdotal presentation from Christian Wolmar, writer and broadcaster, followed by a more technical and

campaigning overview from Tom Bogdanowicz of CTC.

The third speaker was our own Jonathan Denby of Anglia Railways, who are clearly the leaders of the field when it comes to bike-train integration and who seem to pick up most of the awards. He's a marketing man at heart and it was interesting that the main thrust of his talk was to emphasise the huge public relations benefits of being seen to cater for cyclists - it vastly improves company image at very little real cost. For example, the much publicised link-up with ETA (Environmental Transport Association) to provide a 'get me home' service to cycling customers cost next to nothing, was very well received, and has almost never been used. That is not to say he didn't recognise the sense of combining the bike and train, it's just that attracting cyclist passengers was not the most important benefit of the exercise.

Mr Denby was followed by a very good presentation from Alan Kreppel of Cardiff Bus, who is one of the pioneers in the UK in solving the very real practical difficulties in getting buses to carry bikes. It needs to be recognised that the main advantage is for the rural and semi-rural bus routes (where it can make all the difference to profitability) rather than the 'city end' of routes.

After lunch was workshop time, and Matthew was given the job of chairing a lively session entitled 'Seats vs. Space', looking more closely at some of the business decisions facing public transport operators.

After having the chance to inspect some purpose built bus trailers and racks for bikes, it was off for home. Matthew tried to lead the two senior CTC reps on Bromptons on a short cut back to Nottingham Station, but somehow managed to lose them along the way...

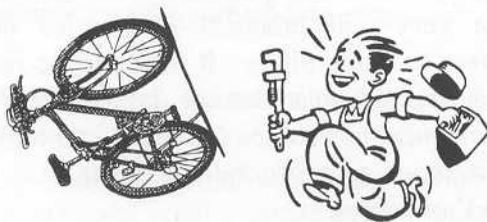
*Matthew Williams*

## Time to recycle Cycle Recycle?

**Y**ou will see that it has been decided to find a buyer of Cycle Recycle, to allow Nigel Howard to retire to doing other things. As an old-timer and a founder member of NCC, I have been asked to pen a few words about the significance of the trading arm for the cycling campaign.

When I think back to the late 1980s and the decision to set up the 'single issue' campaign, I remember how the early discussion brought together people from different backgrounds - those who wanted to protect the rights of cyclists (i.e. CTC types) and those who wanted to pursue an environmental agenda (the FOE types). I for one was keen that the organisation was hijacked by neither, but focussed on getting more *cycling* (hence the name) for the good of everyone in the city.

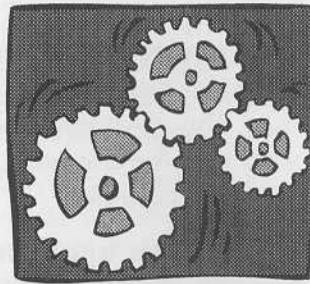
In those days, 'recycling' was still a slightly wacky concept, but it soon became clear that there was a need for people of all sorts (not just students) to be able to get hold of inexpensive useable bikes for basic transport needs, and also to have someone worthwhile to give them back to when they were finished with or replaced with something more up-market. Most bike shops were too concerned with meeting the latest fad for mountain bikes to be interested in such



business.

That's where Nigel came in. Anyone who knows him knows that he cannot bear to see any bike (rusty or not) be junked when it could be renovated or used for spares. There's an awful

lot of bikes out there in sheds (to say nothing of skips and ponds), and people who donate cycles really feel they are doing something for the campaign. Nigel's garden at Upton Road started to accumulate a varied stock of machines, and the rest is history. It just grew, and bike sales started to be held in various places. Many customers must have come and gone away satisfied, carrying their Nigel aiming to need. There have been many who have helped him with the labour-intensive repair work and acquired skills along the way - thanks to Dr Bike and his tutees.



So you can see that in Cycle Recycle we have the environmental and cycling-promotion objectives coming nicely together. Much of this has gone on in the background, quietly or otherwise. It hasn't always been easy to keep things well-organised and in balance, but Nigel could tell you a moving story or two about individuals who have really benefited from the enterprise, who have been spared from certain 'dodgy dealers' elsewhere. Neither should we underestimate its importance to the core business of Norwich Cycling Campaign - it has enabled low-cost entry to cycling for novices, it has been a source of loan- or hire-bikes on numerous occasions, and has been able to accept old bikes as donations from people who wanted to see them put to use rather than being condemned to the skip like most redundant consumer durables. Significantly, Cycle

# More mutterings

## As easy as 1,2,3

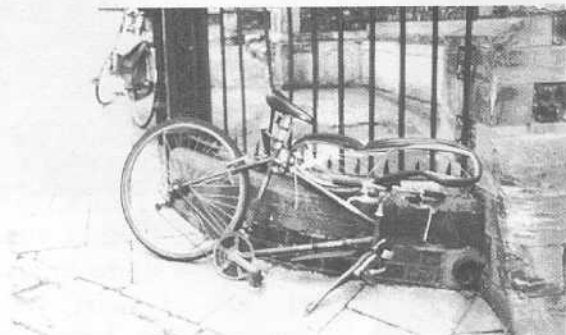
After considerable research, I can present you with a hand-crafted guide to successful cycling in Norwich.

Stage One is to decide where you're going in the city. It's a doddle now that the City Council have issued the updated map showing the route network.

Stage Two is to select your surface. You can tick any two of the following: Loose surface dressing that lets you rumble and skid yet still preserving hidden potholes (e.g. Christchurch Road), deeply sunken drain gullies (Unthank Road – but be quick while stocks last, these are to be made flush in the next few months), juddery granite sets (try Pottergate), or alarmingly vertical upstands to roll you off (Palace Street/Bedding Lane is an excellent example—see below).



Stage Three is to choose your destination. We have a fine range of convenient cycle parking options, from *notalot* (numerous locations), to *avant garde* (try St. John Maddermarket railings),



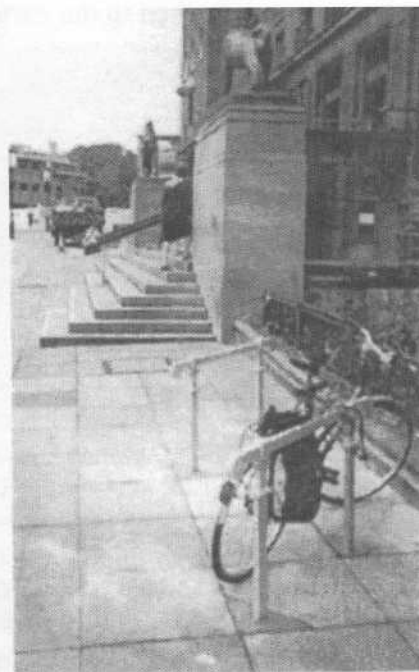
*Salvador Dali's bike parked at St John Maddermarket?*

*Watchthisspace* (new Norwich Swimming Pool, or Norwich City South Stand) or the highly

## From

commended  
*notbeforetime*  
retro style his  
and hers  
Sheffield  
stands (outside  
City Hall).

*The Sheffield  
stands arrive  
outside City Hall,  
and Matthew  
claims the very  
first use!*



## My that's handy

It is to his great credit that Councillor Hereward Cooke has been rattling cages behind the scenes in an attempt to persuade colleagues and officers to appoint a bicycle-based handyperson for the city. The idea is to employ someone able to do or the small repair or renewal jobs (the proverbial stitches in time) that have hitherto involved a CityCare truck having to pull up on the pavement, if indeed the job was considered worth that effort.

Of course, such a role would be perfect for a nifty someone on a bike, provided the person had the nous, and machine was designed for the job (as is the case with the cycling medics). Now it is fortuitous that just when this need was identified, the inimitable Mike Burrows (who is based in Rackheath) was launching his latest machine known as the 'Eight Freight' – a serious extended load-carrying bike that seems to fit the bill to a tee. Its technical and practical advantages over trailer- or trike-based or systems are too many to list, but take it from me, it's a winner.

Mike happened to be at the Car Free Day event in Tombland with his Eight Freight, and Norwich's Transport Supremo and colleague of

Hereward, Councillor Gordon Dean, was seen giving it a whirl around the block with one of his daughters stashed in the cargo hold.



*Councillor Dean on Eight Freight*

### Scheming again

In amongst these regular mutterings there has to be an account of what sort of things the dark forces of City Hall are up to (in terms of traffic schemes) and what we have said when consulted.

Rather than bore you with torrid accounts of line painting and sign erection, I will merely mention, in a coded sort of way, some things that are going in the right direction and some others that need careful thought. If you would like more details, do contact me off-line, so to speak.

Some progress is being made in getting **West Pottergate** re-opened to through cycling (after thirty years of inadvertent closure), but the City Council's carefully contrived proposals may need to be slightly watered down to satisfy local residents. At the end of the day, a couple of dropped kerbs and a smiling benevolence would probably do the trick.

Subject to committee approval, it looks like we will at last be able to legally use **Magdalen Street Bus Lane** southbound, achieving the first of the practical targets set by the Cycling Forum when it was set up 12 years ago!

**Hall Road** is shortly to benefit from various people-friendly improvement schemes including some zebra crossings. Seems reasonable, give or take a few cycling concerns about road narrowing.

**Earlham Road**, that haven of peace and

tranquillity (give or take a few thousand motorised trips to and from the new hospital), is where our brow starts to furrow a bit (residents' brows did a long while ago). The proposed pedestrian refuges in the middle of the road are all well and good, but not where they create dangerous pinch points for the many bike users going to and fro. The answer, according to Council officers, may be a cycle path on the verge all the way from Christchurch Road to University Drive. You know the sort of thing, start, stop, start, stop, start, stop, wait... So much for keeping up the momentum...

### The Bollard

Word is spreading like wildfire about this epic blockbuster centred on a backwater of Costessey off Marl Pit Lane. The all-action thriller began during Bike Week and is full of special effects and stunts, like how to brink a bike and its rider to a sudden halt, as well as including harrowing footage of a local councillor being forced to change his mind. The latest twist to the traditional tale of Council intrigue and intransigence, an angry mob of aliens (rumoured to be from Planet Cambridge) have appeared during a cloudburst and surrounded the Bollard in a ritualistic act of part-homage, part-ridicule. There are suggestions that the Bollard is to become an object of sacrifice, but as usual the story has been left in a cliff-hanging situation ... to be continued next time!



*The Aliens gather round the Bollard*



### PUZZLE CORNER

Who can identify the location In Norwich?

# BACK IN THE CYCLING FRAY!

*by Rob Marshall*

**H**ello to all at the Norwich Cycling Campaign. I've just landed a new and challenging job as a Regional Cycling Co-ordinator within the English Regions Cycling Development Team. This is just one element of a new government initiative to kick-start the faltering National Cycling Strategy and to get it back on track.

The government's National Cycling Strategy (NCS) was launched back in July 1996. It aims to: establish a culture favourable to the increased use of bikes for all; develop sound policies and good practice; and seek out effective and innovative means of fostering accessibility by bike. The central target of the NCS is to quadruple the number of bike trips on the 1996 figures by 2012 – and as some of you may know, we've got a hell of a way to go to get anywhere near that ambitious target.

That's where I, and 12 other regionally based 'Cycling Development Co-ordinators', come in. The government is concerned (not to mention you, me and many others!) that we get back on course to achieve the target. AEA Technology (Environment) – that's who I now work for - have been awarded a contract by the Department for Transport to establish and manage a 'Cycling Development Team for the English Regions'. The aim of the team is to accelerate progress in realising the target set in the NCS. In addition to Regional Co-ordinators like myself, the Team has 'specialist advisers' on a wide range of associated issues – safety, health, motivation & promotion, engineering, training, travel plans, etc. In addition to acknowledged experts in their fields, many of the new team have been recruited from Local Authorities throughout England where several of us have been at the front line and are well aware of the institutional, structural and political obstacles that are frustrating much of what should be happening for cyclists.

Many of you will be aware of my previous roles in Norfolk County Council that mainly involved the promotion of walking and cycling throughout the county. I had a 'period in the wilderness' at Norfolk County Council following a 'reorganisation'. The upshot of which was that after two years in a more senior post I was becoming increasingly disillusioned and frustrated at the lack of real progress on the cycling front – it's not just a 'Norfolk thing', my colleagues from around the country vouchsafed to me many similar feelings and experiences. I saw the advertisement for a role in the

English Regions Cycling Development Team (ERCDT) and applied for it back in July 2002. My bluff was called and they took me on from October!

I have a regional responsibility for the following counties: Norfolk, Suffolk, Cambridgeshire, Essex, Hertfordshire and Bedfordshire. As a Regional Cycling Co-ordinator I am responsible for "building up a network of high quality contacts with Local Authorities and other relevant parties within the region". Additionally, I have to audit Local Transport Plans (LTP) and the implementation of local cycling strategies to identify good practice. Highway authorities claim to be doing much for cycling in their LTP submissions – my role will be to assist in the assessment of these documents supported by audits on the ground, where it really counts. I'm looking for good stuff that can be held up as 'best practice'. I'm also need to be made aware of the 'not so good' facilities – well intentioned I'm sure, but stuff that for one reason or another fails to meet the expectations of cyclists.

That's where you come in gentle Norwich Cycling Campaign reader. Using the contact information at the end of this article please feel free to write, phone, email or bicycle rickshaw anything that you'd like to share with me on matters cycling. I can't promise to make anything happen straight away but I can assure you that your comments will be taken seriously, considered, and where appropriate, passed 'up the line' via the ERCDT to the National Cycling Strategy Board for England – chaired by the able Steven Norris. Having met my new boss a number of times now, I am impressed by his energy and commitment to cycling. He, like the rest of us, wants to see cycling included as a vital part of an integrated transport strategy. We need to remove the perception that cycling is unsafe. We need to see changes to the cycling environment where they are really needed, like at junctions, not just on the easy bits. Getting the NCS target back on track is a tall order, but the new Board believes that it can be delivered. With your help and support I'd like to think that we could make a difference. Wish me luck!

Robert Marshall

Cycling Development Co-ordinator (East), ERCDT  
67 Primrose Road, Norwich, NR1 4AS  
Tel: 01603 614874 or 07968 707743 (mobile)  
Email: robert.marshall@aeat.co.uk

A sunny Saturday in September took us to the Business Design Centre in Islington where a new bike show was being held over 4 days. Public transport connections were good and free bike parking provided. There was a plethora of stalls with an emphasis on state-of-the-art road racing bikes with associated accessories. The try-out show in the basement was very popular with the opportunity to race around on all sorts of machines including a few recumbents and electric bikes as well as some folders and family carriers. Bikes for all.

Of great interest was the Transport for London stand where bike maps of London were being

given away ( there are more than 20, all available free-of-charge courtesy of Ken ). Guest speakers were in attendance including Mike Burrows getting technical about aerodynamics.

For me, the stars of the show were the enthusiastic police officer who patrol on bikes for the City of London and Metropolitan forces, kitted out with made-to-measure bullet-proof, knife-proof vests and fully-equipped hybrid bikes including sirens. Apparently they have increased response times to 999 calls and they cost less than patrol cars. Wouldn't it be wonderful to have a team of these in Norwich!

## Norwich Cycling Facilities – The Good, The Bad & The Needed

Andy Hurrell

Everybody has their own favourite cycling facilities which are likely to be those on their regular routes around the city and we all could name a "facility" which leaves something to be desired in terms of design or construction. Similarly there are places in Norwich where a cycle path or gate would be beneficial and easy to create.

So here is my personal selection.

### The Good

My favourite facility has to be the Friendship Bridge linking Riverside to King Street and Rouen Road. As I work near the football ground the bridge gives me easy access to King Street and the city centre avoiding the right turn from Carrow Bridge. When I was doing an evening class I could eat in the Morrisons Restaurant then cross the bridge which took me directly to Wensum Lodge. There are plenty of pedestrians and cyclists using the bridge throughout the day so initial doubts about whether this bridge should have been built first rather than the proposed one near the UCI Cinema seem unfounded.

My only gripe about this facility is not about the bridge itself but the "No Entry Except For Buses" signs that confront the cyclist when approaching the Riverside site as featured in the Newsletter recently. I have contacted Norwich City Council about this and have been informed that it was not intended to prohibit cyclists from using Albion Way. Whatever the intention, the signs are there and one which had been broken has been replaced and trees have been planted to narrow the carriageway. Joined Up Planning? I don't think so!

### The Bad

In cycle training schemes the riders are sometimes asked to ride around cones to demonstrate their ability to control the bike. The left turn from the Ring Road into City View Road in Hellesdon is reminiscent of this type of test. There is a half-hearted cycle path from Asda to this junction. In places there is red tarmac presumably indicating a cycle track and there is the occasional sign but the turn itself is a masterpiece of poor design. The path narrows, does a 90° turn and there is a post on the apex of the corner. The cyclist then has to look over his or her shoulder to see whether traffic is coming while avoiding the railings.

### The Needed

My regular route home from work takes me along Bull Close Road then over the lights at Magdalen Gates into Magpie Road. This section is always badly congested and I wonder why a cycle route cannot be implemented along Cowgate (past the Plasterers) then almost straight over Magdalen Street into Edward Street. This section has an island separating the traffic turning left from the buses turning right but this could be removed to create enough space for a contra-flow cycle path. From Edward Street one can access Botolph Street and Heath Road cycle facilities.

This would be an easy scheme to implement with minimal cost.

What facilities do other members like, loath or long for?



## cycle shorts

### TAX BENEFITS FOR CYCLISTS

Recently the Inland Revenue sent me another exciting issue of their "Employers Bulletin". Usually I give this a cursory glance before frisbeeing it into the recycle bin. This time however there were some tax changes for us cyclists that got my attention and I thought I would share with you all.

I quote: "From April 2002 an employer can provide up to six free breakfasts per year to each employee who uses a cycle to travel to work on designated "cycle to work" days. These will be entirely tax and NIC [National Insurance Contribution] free. Encourage your staff to try cycling to work - it eases congestion and helps the environment".

At last a government department that recognises cyclists!

Also the Inland Revenue have increased their payment for business miles undertaken by bike from 12p per mile to 20p per mile from April 2002. If you travel on business and use your bike your employer can claim back up to 20p per mile tax and should reimburse you accordingly. This unfortunately only covers business travel and does not cover cycling to and from work!

So if your employer isn't providing cycle to work days with free breakfasts at least 6 times a year and not paying you for your business travel by bike then find out why!

*Ian Mold*

### GREAT NEW INITIATIVE

**Age Concern** have come up with an excellent idea for bringing their services to older people and their carers who cannot get to their office in the City. Information will be taken to shopping centres, doctors' surgeries, wherever, by cycle and trailer. Thanks to an Awards for All grant, they have acquired a trailer and will be employing someone part-time for six months. They are applying to the Co-op for a grant to buy a cycle and to have the trailer smartened up. A specially fitted display board on the trailer

will hold their leaflets. We look forward to seeing the cycle-trailer out and about and hope that Age Concern's new 'green' initiative will be a model for other organisations!

*Christine Wilson*

### NORWICH CYCLE ROUTE MAP

An updated version of this map is now available and members should find one enclosed with this newsletter. Further copies are available from Norwich Cycling Campaign.

### SEEKING COUNSEL FROM THE COUNCIL

Councillor Gordon Dean attended an open meeting of the Campaign on Wednesday 18 September to provide 'counsel' on a range of cycling issues in Norwich. Councillor Dean was faced with questions about City and County Council co-operation, the obstructing bollard at the bottom of Marlpit Lane and progress with a revised City Centre cycle-map and the proposed Cycle Centre. You can read about progress on some of these issues elsewhere in this newsletter.

In response to other questions about cycling in the community, Councillor Dean was keen to hear about training Sustrans could provide to help on safe routes to Schools to members of the Council as well as teachers and the suggestion for biking bobbies which would help extend patrols, provide a public relations resource and respond to incidents quicker than a squad car!

The meeting was both informative and enjoyable - thanks for all your questions and particular thanks to Councillor Dean for coming along to listen and keep us up to date.

*Rachel Wix*

### NOW THERE'S A SURPRISE

In a recent poll run by BBC Radio 4, listeners were asked to nominate the best inventions in the past 150 years. Top (wait for it) was the **bicycle**, which polled 70% of the votes. The radio was in second place, with 5.5%, followed by the computer and penicillin. This amazing result was aided by some very active e-mailing, etc. by a pro-cycling group (London Cycling Campaign?), but as a spokesperson said, any other action group could have done the same.

## Meet with Cambridge Cycling Campaign

**A**nglia Railways began their new direct service between Norwich and Cambridge in September. Cambridge Cycling Campaign decided to take advantage of their opening special offers to come to Norwich and meet their Norwich comrades. They chose one of the wettest days of the year. Norwich was in gridlock due to Sunday Christmas shoppers. Despite this 17 people turned out and enjoyed a bike tour of the cycling facilities in and around the Norwich area.

A reciprocal visit is anticipated in the Spring of next year. Further details will be provided nearer the time. Please get in touch if you are interested.

*Nicola Maunders*

*Cambridge and Norwich Campaign Members refuelling and drying out before embarking on their tour of Norwich's cycling facilities.*



## Cycling and Health

Half an hour's cycling every day, where you breathe more heavily without getting out of breath, is of great benefit to your health according to the National Cycling Forum which includes the Health Education Authority.

- The main benefit to health of regular cycling is the reduction of coronary heart disease. Regular cyclists suffer less than 50% of the deaths from CHD compared with inactive people.
- Physical activity can protect against strokes.
- There is evidence that people who are non-insulin dependent diabetics, especially men and anyone with high blood pressure or who is overweight, could benefit from cycling.
- Cycling is beneficial for joints, and the increased fitness improves stability, balance, reaction time and co-ordination, thus reducing liability to falling over and causing injury.

- Physical activity has a protective effect against the risk of developing colon cancer.
- Studies show that regular cyclists have improved self-esteem and greater confidence along with better mental functioning.

WELL, WE ALL KNEW THAT, DIDN'T WE?

### A MAN AHEAD OF HIS TIME?

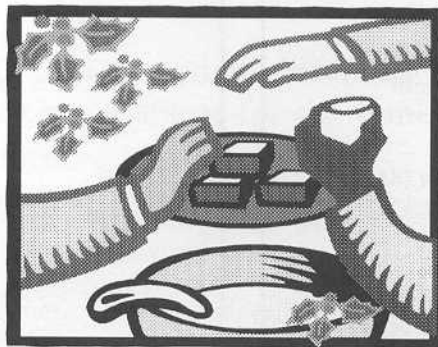
'Those who would carry on great public schemes must be proof against the most fatiguing delays, the most mortifying disappointments, the most shocking insults and, worst of all, the presumptuous judgement of the ignorant upon their designs.'

*Edmund Burke (1729 - 97)  
politician and political philosopher*

# AGM

Wednesday, 28 December  
at The Greenhouse, Bethel Street  
7pm

followed at 8.30pm by



## Bring & Share Buffet

(no meat dishes please)

held jointly with Norwich Cycling Campaign  
and the Cyclists' Touring Club

Drinks, including wines and beers, will be on sale in  
The Greenhouse.

If Campaign members cannot make the AGM, you are  
welcome to come along to the meal afterwards.

A good time will be had by all

## Contacts



Norwich Cycling Campaign  
42-46 Bethel Street  
Norwich NR2 1NR  
Telephone 07812 904652



Website  
[Http://www.norwichcycling.fsnet.co.uk](http://www.norwichcycling.fsnet.co.uk)

E-mail  
[info@norwichcycling.fsnet.co.uk](mailto:info@norwichcycling.fsnet.co.uk)

Discussion group on  
[norwichcycling@yahoo.co.uk](mailto:norwichcycling@yahoo.co.uk)

Newsletter Editors  
Mike Savage 612880  
Ian Maunders 405285  
[nimaunders@waitrose.com](mailto:nimaunders@waitrose.com)

Campaign Chairman/CATI rides  
Phyll Hardie 435547

Treasurer  
Richard Bearman 403415

Membership Secretary  
Ian Mold 617505

Co-ordinator  
Nicola Maunders 405285

Trading Officer (Cycle Recycle)  
Nigel Howard 502188

Consultations Officer  
Matthew Williams 503824

Committee Member and UEA BUG Representative  
Christine Wilson 451015

Norwich City Council Acting Cycling Officer  
Linda Abel 212190

Norfolk County Council Cycling Officer  
Tim Jarvis 222230

Norwich City Council Cycle Forum  
Andy Pearmain (Chair) 223011

## Forthcoming Events

**AGM  
and  
Bring & Share Buffet  
Wednesday, 18 December  
at The Greenhouse,  
Bethel Street**

**See page 15  
for full details**

### Family Rides



Gentle, suitable for almost  
all ages.

Plenty of interest and stops  
for rest and refreshment.  
meet 11am at Harford  
Manor School car park.

For details telephone Rob  
Conway: 01603 504762

### Plus

Monthly meetings  
on the 3rd Thursday of every month at the  
United Reform Church Princes Street, 7.30 pm

### Welcome to new members who joined recently

Ian Thompson	Heidi Mahon
Bob Gledhill	Steve Pickles
John Geddes	Jeff Jordan
Sue Bergin	Graham Bergin
Gary Malcolm	Irene Malcolm
Belle Wirey	Christina Boucheinsky

*Hope you will come to some of our meetings!*

**Deadline for the next Newsletter Friday 14 February 2003**