

# NORWICH CYCLING CAMPAIGN

## Newsletter 48

March - May 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.



### *BEFORE*

The City and County Councils have come up with draft proposals for making Prince of Wales Road safer, having been given £1million of Central Government funding to do so as a demonstration project.

### *NOW*

There are many innovative and positive ideas (look out for the consultation leaflet), but wouldn't it be nice to see two-way cycling restored as in the wonderful view from the 1950s?

### *AFTER?*



## FOR SALE

### *Lady's Edinburgh Cadence 400 Mountain Bike*

18" frame, 24 gears, mudguards  
& road tyres.

A little over 2 years old, as new.

Cost £300, accept £160.

Telephone 01603 403576.

## WANTED

### *Tag Along bike extension for child*

Alternatively would be interested in a  
tandem for a small adult and child.

Desperate to take the children cycling  
this summer.

Any ideas?

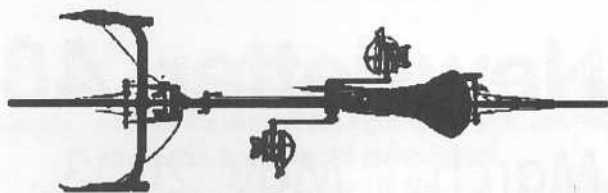
Happy to buy or rent if reasonable.

Please call 01603 663775



*Policemen in Norwich patrol in twos...*

OFFICIAL DISTRIBUTORS OF DAWES CYCLES  
& BROMPTON FOLDING CYCLES



## SPECIALISED CYCLES

80 Connaught Road, Norwich  
(off Dereham Road)

Proprietor: Steve Holland

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)

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

## WANTED

### *Touring or hybrid bike*

Frame 18 inch or a bit less.  
Modern, good quality.  
Extras an advantage.

Phone: Alan 01508 492464



*...while on the Continent there's safety in numbers*

## BIKE TO THE MATCH

As part of the new development at Carrow Road it is hoped to increase the number of supporters coming by bike to 2%. This means that with a capacity crowd about 400 would cycle to the match! Ideally this means that 200 Sheffield stands would be needed. It seems a lot, but it is, after all, only the space taken up

by about 30 cars. (Note - 200 covered cycle stands have been proposed.)

Also planned is a Toucan crossing across Koblenz Avenue (part of the ring road) to Wherry Road. Apart from cyclists going to the match it will be of benefit to those coming from the Thorpe direction to go to the swimming pool.



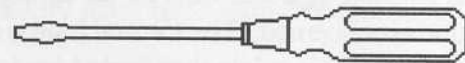
## Technotips- DIY

**B**ike repair shops are very busy these days largely because so many people are unable to do any repairs themselves. It makes sense to avoid all the frustration and expense, and do at least the basic repairs and servicing yourself. If you are cycling any distance you can usually get home if something goes wrong by just carrying a few basic tools and spares, and by having a little know-how.

To get started I would recommend first of all buying a good repair manual such as Richard's Bicycle Repair Manual at £6.99, published by D.K. Then I suggest you buy the following tools: 6 inch adjustable spanner, set of metric alan keys up to 6mm, plain screwdriver, cross head screwdriver, tyre levers, puncture outfit, spoke key, chain riveter (Rivoli) and wire cutters. Always carry a spare inner tube, brake and gear cables. You will need the following lubricants: light oil, bike grease and WD40 spray. All these things will cost about £25 - not a fortune these days.

As you gain confidence you may decide to progress into more advanced repairs. It will then be necessary

to buy special tools such as cone spanners, socket spanners, freewheel and crank removers etc. It is uneconomical to buy these tools if you are only going to use them a few times. Great care must be taken when buying spares, they are not as standardized as they used to be and can be very costly. It's best to take the bike to the shop when buying spares. You'll probably get some friendly free advice while you are there.



## GROOVY

If your new bike has a groove around the braking of the rim, it is not just ornamental, in fact it has a very important safety function. When the groove starts to disappear it's a warning that the metal is getting thin and the rim is in danger of splitting. This could cause a serious accident! Moulded brake blocks have a metal armature inside. Do not use them up to the time when the metal surfaces, it will wear through the rim very quickly.

### MORE USEFUL WEBSITES

[www.slower-speeds.org.uk](http://www.slower-speeds.org.uk)

[www.camcycle.org.uk](http://www.camcycle.org.uk)  
(Cambridge Cycling Campaign)

[www.travelsmart.transport.wa.gov.au](http://www.travelsmart.transport.wa.gov.au)  
(Travelsmart pilot project run by Sustrans)

### IN THIS ISSUE

Chairman's Chat	4
Book Reviews	5
More Mutterings from Matthew	6
CycleRecycle update	10
Contacts/Dates for your diary	12

**N**ewsletter 44 (March 2002) gave warning – ‘Carmageddon Looms’ – of the prospect for us all after more cars were sold during 2001 than in any previous year. Having just returned from staying with friends in the London suburbs I wondered if ‘Carmageddon’ is with us now!

On a drive from Ruislip to Walton-on-Thames, via Hayes and Feltham, I saw not a single cyclist in spite of the occasional cycle lane. And no wonder. The amount of vehicular traffic, much of it travelling at speed, was truly shocking. Will Ken Livingstone’s plan for congestion charging in London work? As I write there is one week remaining before the scheme commences and there has been much opposition to it. Unfortunately, for political reasons, the Government does not endorse the scheme, nor does it want to be seen promoting it elsewhere. But what else can be done to stem the rising tide of motor vehicles on our roads? Will it eventually reach the level seen in Bangkok, where it apparently takes 5 hours to commute to work and another 5 to commute home again? Unfortunately the London congestion charging is starting at a bad time as far as using the Underground is concerned. The Central Line is closed due to the recent crash, while the Circle Line is hit by engineering works. Will congestion charging encourage more cycling? That remains to be seen, but it is certainly an opportunity for cyclists to demonstrate the rational alternative.

The snag is that cycling, where it’s considered at all, still suffers from an image problem. Ownership of a car is thought to be the ultimate in improving one’s status in life. Even in China, that bastion of cycling as mobility for the masses, the insistence on promoting car use as the symbol of economic progress is causing concern. With car building one of four pillars of economic development in China, there has been a dramatic fall in the number and size of bicycle lanes, with some cities banning bikes altogether. One city, making preparations to receive a delegation of foreign businessmen, bulldozed all the parked cycles around into the sea.

Unfortunately an attitude like this still prevails here, particularly so in Norfolk. Norwich Cycling Campaign member Rob Marshall, now a member of the English  
4 Regions Cycling Development Team, has the task of

monitoring the eastern regions County Councils’ efforts in meeting the mandate of the National Cycling Strategy. Since the change in administration of Norfolk County Council to a Conservative majority a couple of years ago, progress has virtually dried up, while several cycle friendly key staff members have left County Hall. The Government simply are too timid in requiring more action to be taken to promote cycling. Probably nothing much will happen until Europe takes over administration of aspects of life here, including transport.

Meanwhile, other cities are watching with interest London’s attempt to reduce congestion by charging motorists entering the central area £5 per day. Is Norwich among them? One thing seems certain – present road conditions are discouraging casual bicycle users. Until an improvement becomes noticeable we can expect little change in the number of city cyclists. There is still much effort ahead for us campaigners.

---

**O**nce again the issue of whether to make the wearing of cycle helmets mandatory has reared its ugly head. Unfortunately the road casualty statistics used were taken from only 16 small-scale case studies (only one from the UK) with the DfT researchers choosing not to examine any evidence that did not suggest that helmets are effective!

In 1992, Dr Mayer Hillman of the British Medical Association wrote:

*Wearing a helmet gives a false sense of security, such that cyclists take risks they wouldn't normally take. Similarly, motorists think cyclists wearing helmets are not so vulnerable as those without. So they too take risks. And both these effects are subconscious, therefore, dangerous. It's better to target the cause of the danger, ie. careless driving, and get that put right first. I'm of the opinion that motorists should retake the driving test at least every ten years, while the driving test should include, where possible, an on-road cycling test.*

*Helmets should be worn by child cyclists as they fall*

