

# NORWICH CYCLING CAMPAIGN

## Newsletter 49

June - August 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.



# OUT ON THE STREET

The Campaign stall made its regular appearance at the King Street Festival on 10 May. Several members helped out and reported a busy, even hectic, day. The stall attracted a great deal of interest, with many people wanting to know what events the campaign were planning this summer. The Bike Week leaflets were very popular and a great many were distributed, together with other Campaign literature and maps. Hopefully, we will gain some new members as well as encouraging even more people out on their bikes this summer.



*All smiles in King Street*

*(Photo by Sue Bergin)*

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**BikeWeek**  
14<sup>th</sup> - 22<sup>nd</sup> June

## 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

## CYCLE AUCTION

(of Cycle Recycle donated bikes)

Adult types: June 21st; venue to be arranged but probably UEA (Car park corner opposite Porters Lodge)

Junior bikes: date in June to be finalised and venue.

All bicycles will be complete but some will need work; they will be sold as seen with reserve prices from £5.

Details from Nigel: 502188.

Item extracted from City College BUG newsletter

## Suffolk Buscycle

The Buscycle is a new and innovative service that that has been developed to encourage cyclists to use their bikes more often and to increase the number of commuters using sustainable transport.

Like all good ideas the concept is simple, ride your bike to the bus stop, when the Buscycle arrives, load it on the trailer and jump on the bus. You can then unload it at the other end and finish your journey on your bike. Or if you prefer, you can leave it in one of the secure bike parks at the bus stop so it's waiting for you on your return. Bike spaces can be reserved for a small fee, or just turn up and go!

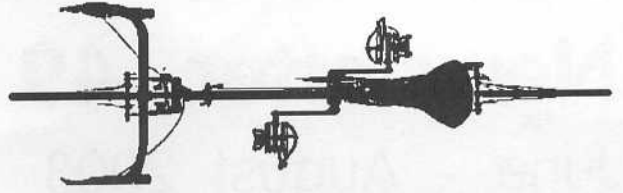
For general enquiries or to reserve a bike space call 01473 462721

For timetable enquiries call - 0870 6082608

<http://www.debenham.co.uk/buscycle.htm>

Has anyone tried this - could it happen here?

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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)

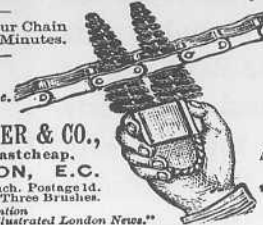
## A BOON TO CYCLISTS. BURNIP'S PATENT CHAIN BRUSH.

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Oilmen, Iron-  
mongers, Fancy  
Stationers, &c.

## HAD A CYCLE STOLEN IN NORWICH IN THE PAST 12 MONTHS?

Nigel is compiling a list of members who have "lost" their bikes (one member has had three "walk" this year!) Cycle Recycle has had 6 stolen from racks near the station and one whilst on hire last season.

The Police have been reluctant in the past to allow individuals to inspect the dozens of stolen bikes in the Bethel St. "pound" but the Campaign approaching them as a group should be successful.

You will need to give Nigel a brief description of your bike (colour and type are the most important features); Nigel will then send the list to the Cycling Officer at Bethel St. with a request for a "mass view"; my van will be available should you "find" your bike for its safe transport to your home (free in Norwich).

Phone Nigel on 01603 502188

## Whitlingham Country Park

For years the Campaign have been complaining to the owners about the state of Whitlingham Lane. In spite of various patching up operations there are still potholes deep enough to throw a cyclist over the handlebars – and this is Sustrans Route No1!

The excuse has always been that there is no point in repairing the road until the quarrying is finished. Well quarrying is almost finished and the final section of the new broad will soon be flooded.

We must now press for not just resurfacing of Whitlingham Lane but better facilities for cyclists. Much of the lane is very narrow – a separate cycle track would be ideal.



Cycle access from the city also needs improving and the ideal solution would be the proposed direct path from Riverside.

## NCFC Carrow Road Development

As mentioned in the last newsletter cycle racks are to be provided at the ground with enough space for 400 bicycles. Question: how to encourage more fans to cycle to the match? If you have any ideas please let us know.

### MORE USEFUL WEBSITES

[www.bikeweek.org.uk](http://www.bikeweek.org.uk)

[www.bike2work.info](http://www.bike2work.info)

[www.whycycle.co.uk](http://www.whycycle.co.uk)  
(impartial advice for new and potential uk cyclists)

## Magdalen Street Bus Lane

If you've been cycling along the bus lane in Magdalen Street lately you can now do so with a clear conscience.

Nine city services enter the city by this route so there is a bus every few minutes. I imagine the bus drivers are not too happy with this new arrangement as there is a likelihood of being stuck behind a bike all the way from Anglia Square to Tombland.



## Forum

After months of building work the way is now open from Theatre Street to Bethel Street in front of the Forum. Cycling arrangements have not been finalized, so if it's crowded the best idea is get off and push. A dozen Sheffield racks have been provided at the Theatre Street end. (See also page 9.)



### IMPORTANT NOTICE

### **SPECIAL OPEN MEETING**

Wednesday 16 July, 7.30pm  
The Greenhouse, Bethel Street

Topic:

**"Prince of Wales Road and all That"**  
all welcome

It is difficult not to blame many of today's ills on the car culture in this country, and I have been reprimanded in the past for doing just that. Access to a car brings increased mobility and independence, particularly for women, but it also brings social isolation and health and safety problems, and not just for the drivers concerned.

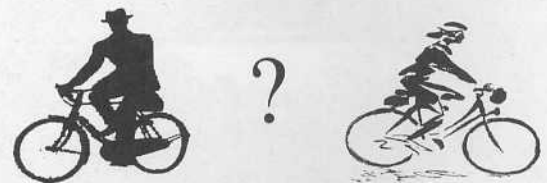
At a recent conference on Cycling and Health at the University of Nottingham (full report on our website), delegates heard about these problems, particularly the increase in levels of obesity, among children as well as adults, with much of it thought to be due to decreased physical activity. We also heard about the enormous benefits which regular cycling could make towards an improvement in the nation's health.

There is a general perception that cycling is dangerous – the most common excuse given for not doing it. This perceived risk by non-cyclists has been shown to be 2 to 5 times higher than the actual. The actual risk of cycling is small, only 3.9% of road deaths. It is in fact much safer than driving. So why isn't this fact more generally known? There is far higher risk in having an inactive lifestyle.

The conference called upon the Department of Health to promote cycling; it is a relatively conservative profession. It was asked to understand and promote the health benefits of cycling, stress the high benefit : risk ratio, and put cycling on the public health agenda. Motorists need to be made aware of the costs to them and to others actually imposed by their driving and of road accidents. It also suggested the setting up of a database of evidence available for access by campaigners.

In my last Chat, I wrote about the London congestion charge which at that time was about to be launched. Now it has been in operation for three months, it has apparently been seen to be successful in reducing traffic levels in the capital. Other cities are now considering the possibility of introducing a similar charge, but not Norwich apparently, at least not until our traffic levels reach gridlock. London Cycling Campaign was deluged with enquiries after the charge was introduced and in anticipation of this launched a bike-buddy scheme. Other campaigning groups

also initiated schemes. Tower Hamlet Wheelers are providing a cycling bus, in which they cycle in convoy along the route of the Central Line underground, to attract commuters inconvenienced by the Line's closure following the train crash. A health and fitness club made an offer of free bikes worth £150 to new members, while at the same time building a new bike park. An Asian fast food restaurant started offering cyclists discounts of up to 25% if they spent £5 or more, while Bikefix, the London cycle trader, has launched a series of newsletters called The Congestion Buster, aimed at commuters, businesses and the media ([www.bikefix.co.uk/cb.html](http://www.bikefix.co.uk/cb.html)) It will be interesting to hear what Ken Livingstone has to say about his experiment when he addresses the forthcoming CTC/CCN conference in London in May.



How did you get into cycling? I asked this question of keen cyclist and CTC member Sue the other day. She told me she and her husband were fed up paying high bus fares to work each day and decided to buy themselves good bikes to, eventually, save money. After six months they found they were both 'hooked' and decided to go on a CTC-organised cycling holiday. Then they joined the local (Norfolk) group – and haven't looked back.

Bob didn't take up cycling until after he'd retired, aged 67. He did this to accompany me who'd always been addicted. Until then we'd done a lot of walking together, but arthritis was now making this increasingly painful for me – not so with cycling thankfully. Eleven years and several long cycle tours later, Bob wonders why he left it so long to get started. He also discovered that it's never too late to do so.

So how did **you** get into cycling? Tell us your story, it could go onto our website to encourage others – forenames only used if preferred.

Hoping to see you on some of our National Bike Week events or other rides.

