

NORWICH CYCLING CAMPAIGN

Newsletter Number

September - November 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.

Norwich Cycling Campaign is affiliated to the National Cycle Campaign Network.



STALL IN THE MALL



Norwich Cycling Campaign broke new ground in July when we manned a display and information stand in the Castle Mall. This was a breakthrough as prior to this there has been a total ban on cycles anywhere within the Mall. The stand attracted a good deal of interest and many leaflets, maps, etc. were distributed. A competition based on the bikes on display proved popular, the prize being a year's family membership of the Campaign. Congratulations to the winner: Chris Brown from Tacolneston.

Thanks to Christine Wilson and Rachel Wix for organising this event and to all the helpers during the day.

NORFOLK FOLDS UP!

The second **Great Norfolk Brompton Ride** takes place on
Saturday, 20th September

Meet 10.30am on the forecourt of Norwich Railway Station and ride to Ranworth
Pub lunch or take a picnic. 20 - 25 miles

All Brompton riders welcome

Details from Phyll: 01603 435547

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CYCLE MAINTENANCE WORKSHOP

Norwich Cycling Campaign will be holding another maintenance workshop on Saturday 11th October
9.30am - 11.30am

£4 to members, £8 to non-members

Numbers are limited, so if you would like to book a place or get further details, phone Ian on 01603 405285

Christmas with the CTC

Norwich Cycling Campaign members are invited to join the local Cyclists' Touring Club group for a seasonal get-together on Wednesday 10th December.

7.30 onwards at the Clubroom, Aylsham Road
Methodist Church.
(Secure indoor cycle parking)

Bring and share refreshments - sorry no alcohol!

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"; Nigel's van will be available, should you "find" your bike, for its safe transport to your home (free in Norwich).

Phone Nigel on 01603 502188

Cycle Recycle is still for sale - the two leading contenders having withdrawn for personal reasons in June.

Even if you are interested in taking over only a small part of the operation (e.g. recycling adult mountain bikes and/or kids' bikes) please let Nigel know as soon as possible on the above number.

WORTH THE WAIT?

We apologise for the late running of this Newsletter. This was due to the wrong kind of viruses on the line. Please accept our apologies for any inconvenience caused.

Consequently, we have changed our computer system and most e-mails sent during August have probably disappeared into the ether. I had got used to the old system being almost as slow as me, but this new young whippersnapper has me running about trying to keep up with gigabytes, firewires and whatever. I hope none of you will be too upset if your articles or e-mails didn't make it into print - there's always the next issue...

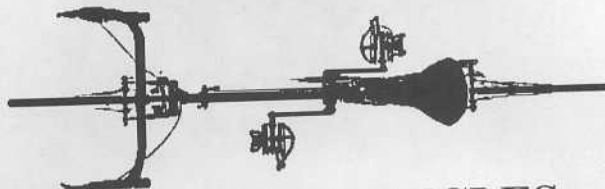
Ian Maunders

MORE USEFUL WEBSITES

www.carbusters.org
www.cyclehelmets.org
www.cycleweb.co.uk
www.nationalcyclingstrategy.org.uk
www.whycycle.co.uk

(impartial advice for new and potential uk cyclists)

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TEL/FAX: 01603 665668

OPEN: 8.30am—6.00pm

E-mail: specycle@lineone.net

www.specycle.co.uk

The Right to Turn Right

Is it illegal to turn right from Colegate into Magdalen St? Surely not since the bus lane had been opened to cyclists!

What's needed here is a plate under the sign saying 'except cyclists' (like the one at the top of Opie Street).

Tecnotips

Why do many motorbikes have twin headlights? The answer is fairly obvious; so why not, for a modest price, fit two to your bike? If you wear a reflective vest or strap, then one of the lights can be swiveled round to reflect off it; an added safety factor especially where vehicles are waiting to pull out of a side turning.



Warning!

Some of the latest mountain bikes have disc brakes on the front wheels. If you own such a machine make sure the wheel nuts are dead tight as there is a tendency for the disc brake to wrench the wheel out of the forks.



Wobbly Research

A few days before the start of this Year's Bike Week the press and broadcasting media published a news item, based on research done in Belgium, stating that cycling can cause impotence. The timing may have just been a coincidence, but if it was intended to sabotage Bike Week, then it was certainly a total failure as far as Norwich is concerned!

Bike Week was a total success, in fact a repetition of 2002. The question of some saddles causing impotence was covered months ago in a previous newsletter. If it is true, then how come that cycles are most widely used in two of the world's most densely populated countries – Holland and China!

MAKE A NOTE - 1

We are holding an open meeting on
Thursday 16 October, 7.30pm
at The Greenhouse, Bethel Street.

Some of our local Cycling Paramedic team are coming to tell us about their experiences on the streets of Norwich.

Tell your friends - we need to have good support for what should be an entertaining evening.

MAKE A NOTE - 2

Our link to the National Cycling Strategy Board:

Rob Marshall
Cycling Development Coordinator-East
English Regions Cycling Development Team

Rob can be contacted at:
39 Foster Road, Campaign Avenue,
Riverside Place, Peterborough PE2 9RS

Office telephone:
01733 566829

Chairman's Chat . . .

'How would you rate Norwich as far as cycling facilities are concerned?' The reporter from the Eastern Daily Press asked. I told her that, on a scale of 1 to 10, I would place Norwich at 5, that is, half way there. King's Lynn I would put at 7 or 8. Liverpool, Nottingham and London I would put at 8, Cambridge at 9, while to York I would give a princely 10. It's a while since I cycled in Hull but their city council has just won one of the National Cycling Awards for its initiative in encouraging cycling by its recent road improvements benefiting cyclists.

It really is the case that the more a council does to improve conditions for cycling, the more cyclists there are about. There are also fewer accidents involving cyclists, possibly because drivers are more used to seeing them and take more care. So how could we get Norwich higher up the scale, more in line with these other cities? To begin with, I suggest our councillors and planners take a tour to see what these other places have done to encourage and increase the number of cyclists. After all, if they can do it, so can we, given the political will. Then, these improvements should be implemented as soon as possible. We could begin by putting on-road cycle lanes all round the ring road and on all major routes into the city. These lanes should extend across all roundabouts, in the manner of York's 'magic roundabout' perhaps, which has already been shown to reduce cycling accidents.

Norwich is improving but, oh, so slowly. Surely it's now time to get a move on and get something done before we get left even further behind.

We now know that Liverpool has won the accolade of becoming European Capital of Culture in 2008. Good for them! Bob and I spent two days there this summer before setting off on our epic ride of the Trans Pennine Trail – see the account of this on the Cycling Campaign's website. Last year Christine Wilson and I were in Newcastle–Gateshead at the beginning and end of our ride on the Coast and Castles route. Newcastle was short-listed to become European Capital of Culture, and indeed was a very strong contender. In addition to its 'winking eye' cycle–pedestrian bridge across the Tyne, the Angel of the North sculpture, and the Baltic arts centre created out of a disused flour mill (what has Norwich done with its disused Read's flour mill?), a key part of their bid was the Tyne Bike. At present only a prototype, by early 2004 there should be a fleet of 200 available for tourists

by Phyll Hardie

and locals to get around the city on. The bikes will be hired out, with credit card details of users logged. The bike's design allows for advertising space, while its solid tyres reduce maintenance and all possible working parts are enclosed. It has dynamo lighting and a shaft drive system, so there's no oily chain. This scheme should encourage city centre cycle use while reducing traffic congestion. So how about something similar for Norwich which, if a local newspaper and a self-styled representative of local traders are to be believed, is already at gridlock?

This summer holiday a few of us have been engaged in assisting with a school's cycling week. This was one of many different activities available for 11-12 year olds under the auspices of the University of the First Age. There were about 20 youngsters from all different schools brought together for the cycling week at Eaton CNS. During the sessions we had them in groups, doing rides of varying length, cycle maintenance, map reading and route planning, circus skills, a day out in Thetford forest riding off-road trails, and a cycle carnival. While we were busy another group, studying journalism at Notre Dame school, came and interviewed us and took photos which, we were told, would be used for a special supplement about the whole scheme in the EDP.

As far as our involvement was concerned, the week was a great success, much enjoyed by the young people. It is good that, such is the kudos of Norwich Cycling Campaign, we can be called upon to assist with cycling events and activities in the wider community. Our thanks to members Richard, Graham, Colin, Shirley and Mary for their hard work and to David for his recommendation.

Cycling levels rise after all!

The department for Transport recently announced that levels of cycling in Great Britain have gone up, rather than down, since the mid-1990s. Previous issues of its Transport Statistics Bulletin suggested that cycle usage fell by 10.6% between 1993 and 2001. The latest figures now suggest that there was really a **5.5% rise** in cycle use during this period.

More account is now taken of traffic on minor roads which DfT believes gives a better picture.

Transport Statistics Bulletin - Traffic in Great Britain
www.transtat.dft.gov.uk/qbullets/qtraff.htm

