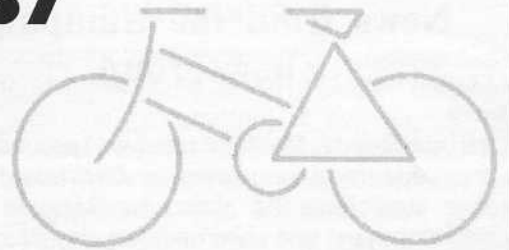


NORWICH CYCLING CAMPAIGN

Newsletter Number 57

June - August 2005

£1.00 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.

The great event of the month.

Our best wishes go to Jane and Nigel Howard, married on 7th May in Norwich. Jane and the bridesmaids made a wonderful sight in colourful rickshaws traveling down Newmarket Road into the city, with Richard and Bob pedaling, and followed by a cycle cavalcade. Nigel and Jane met through the Campaign, and have been great supporters of activities, especially Cycle Recycle. It was a wonderful occasion, with a reception at the Beeches Hotel and Plantation Garden, and sun between the showers. The celebration included family and friends, and many members of the Campaign.



We wish them a long and happy marriage.

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Campaign News

News from the Campaign's newsgroup.

March

Gertrude Road: Matthew received proposals for road humps and road narrowing in Gertrude Road. Jeff replied supporting the plans, for Gertrude Road is a residential street and children often play near and on the road. The layout of the street means that motor traffic uses it as a thoroughfare, which could lead to collisions with vulnerable road users.

April

Marriots Way: Matthew reported that Norwich Cycling Campaign had received a letter from a company on the Sweet Briar Industrial Estate and whose staff use Marriots Way to cycle to work. Cycle commuters had witnessed adolescents riding motorcycles along the cycle route, and had helped an elderly gentleman who had been knocked down by a juvenile. Both Phyll and Jeff hoped that the police would put a stop to the anti-social behaviour. Katy said that she would ask members of UEA BUG to report any incidents.

Katy also posted the news that the group of travellers who had camped in the yard of a vacant industrial unit adjacent to Marriots Way had moved on, after tidying up the site.

All Saints Green: The Advanced Stop Lane in All Saints Green had been shortened during changes in the road layout.

Matthew had written, on behalf of NCC, to complain about it and received a letter from Marc Love, from Norfolk County Council. In the letter, Mr. Love said that the previous ASL layout was not to standard, the new layout is and that the layout will soon change from advisory to mandatory. He apologised to Matthew for not notifying him of the changes.

A few days after posting the original message, Matthew notified the newsgroup that the council intended to extend the ASL to its original length.

May

South Norfolk Cycling Survey: John Heaser posted a link to South Norfolk Councils cycling strategy and a cycle survey that accompanies it.

http://www.south-norfolk.gov.uk/south-norfolk/council.nsf/pages/cycling_strategy.html

Chris Dunlop asked how the strategy would address the issue of reducing and enforcing the speed limits on the county's roads, especially on the roads that form part of Sustrans NCN1. Phyll pointed out that Norfolk County Council is responsible for the road network in Norfolk.

The outsider

Sean Austin

This will, hopefully, be an occasional column to fill any large gaps in the newsletter. I had originally intended to avoid such a piece as I wanted to keep the articles relevant to Norwich, although I was thinking of creating a web site as a kind of editors column.

Having said that, I suppose that such a column would help to show the similarities and differences between the new town of Milton Keynes and the old city of Norwich.

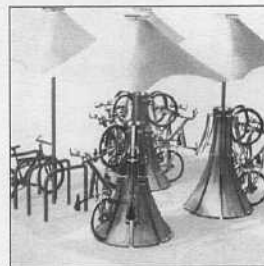
Cycle parking at Norwich train station:

An article in the last issue highlighted the lack of covered bicycle shelters at Norwich train station. Here, in Milton Keynes, the Cycling Development Officer had some sheltered bicycle stands installed at Milton Keynes Central train station. They are proving to be so popular with train commuters that there are plans to install yet more stands.



I noticed on the Norwich area transport web site that those responsible for revamping the forecourt of the station intend to hide the cycle stands (and keep the existing number of cycle racks) behind the taxi rank, because they think that cycle stands are an eyesore and out of keeping with a listed building. I believe that is a very narrow minded viewpoint. There are several models of cycle stand and shelter that may fit in with the character of the building better than the ubiquitous Sheffield stand.

There are even systems that store bicycles underground, such as the biciberg featured in the last newsletter. And there are some novelty stands, such as the ones in the picture to the left, which Matthew sent me, that are much more pleasing to look at than a row of taxis or a yard full of cars.



Park and ride: As an outsider, who dislikes using buses - even more than driving into unfamiliar city centres - I believe that Norwich City Council have missed a good opportunity to reduce the amount of traffic going into the city centre by not providing a facility for motorists to park and (bicycle) ride into the city.

As a potential user of a park and (bicycle) ride scheme, I would not mind paying for the parking space (after all, if I decided to use a combination of driving, public transport and cycling it is possible that I would have to pay for car parking anyway.)

National News from the Cycle Campaign Network

New Government body for cycling

In March, the Government announced the setting up of Cycling England as a replacement for the National Cycling Strategy Board. However, the new body is to have a minimal budget of only £5m per year, which knocks on the head any prospect of a comprehensive programme to boost cycle use. The NCSB had asked for £70m for its successor, the amount thought necessary to begin to make progress on achieving cycling growth.

Cycling England says that it will be going back to Government in the autumn for more money. It may not get what it needs unless there is sustained pressure by cyclists on their new Members of Parliament to get back towards integrated transport policies with cycling a key element.

Members of Cycling England, are:

Philip Darnton (chair), Lynn Sloman (sustainable transport), Dr. Alison Hill (health), Christian Wolmar (integrated transport policy), John Grimshaw (engineering), Peter King (sport), Kevin Mayne (training), plus two more people to be appointed to specialise in education and local transport. Controversially, there is no representative of local government, which may make effective co-operation with local authorities difficult.

ROSPA road safety guide for politicians

The Royal Society for the Prevention of Accidents has produced a road safety guide aimed at elected members of national and local government. It summarises the main issues and causes of road crashes, the responsibilities of government and local authorities, and includes a jargon-buster that explains road safety terminology. Funding came from the Department for Transport.

Extra funding for cycle training

The Department for Transport has released promised funding to consolidate the National Standard for Cycle Training.

CTC is to provide a help desk service and database and will co-ordinate increasing the number of accredited cycle trainers throughout the UK.

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Insurer backs down over contributory negligence claim

Subsequent to an item in the March CCN News, insurers Direct Line backed down in their refusal to pay widow Mrs. Green full compensation because her husband was not wearing a cycle helmet when he was hit and killed by a car. The case was to have been featured in the Radio 4 programme Money Box, but Direct Line decided upon prudence and agreed to settle without any deduction.

There is now liaison between CCN, CTC and a number of solicitors specialising in cycling claims in order to compile a database of cases where contributory negligence is cited as a reason for reducing payment to cyclists. An initial trawl suggests that this is now a common occurrence. As well as helping to thwart such attempts, it is hoped that the database may provide evidence of the damage being done and additional suffering caused by rules in the Highway Code on helmet wearing and use of cycle paths, with a view to getting these removed at the next revision.

