

NORWICH CYCLING

campaign newsletter 38

September - November 2000

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.



Recent developments for city network

For some time now we've been moaning on about the problems getting down Newmarket Road where it passes Brunswick Road. You could call it a hiatus because of a deficient off-road cycle facility. A solution may be not far away, because the City Council are intending to extend the bus and cycle lane back to Mount Pleasant from its present commencement on the city side of Brunswick Road. The only snag is they intend it to be only a part-time bus lane (7am to 7pm). We feel strongly that bus lanes should be 24 hour operation, because apart from other things there is no need to give private motor traffic more road space when there's less traffic around. Especially when out-of-hours cyclists are getting crushed and intimidated by a narrow dual carriageway caused by people driving in the bus lane.

If you haven't yet heard about the City Centre Transport Plan you soon will. It's the City Council's long-awaited plan which applies the Norwich Area Transportation Strategy (NATS) ideals to the central area. And I have to say, it's a good 'un. It proposes major upgrading to the alternatives to the private car as a means of improving City Centre accessibility, including removal of through traffic which makes up about 17 per cent of the total. It is arranged in two

5-year phases and contains a fair amount of goodies for bicycle users. There are one or two areas not adequately covered and we'll be doing a detailed submission once we're officially consulted later in the year. And don't believe everything you read in the Evening News (unless you're a car-head). You may well find you're sent a consultation leaflet, so have a good look and tell them whether your favourite route will be made better, if not then ask why not. More about this in future newsletters.

There's more. It's the Road Traffic Act 1991. The what? Well, for Norwich it will mean decriminalised parking enforcement and on-street parking charges. If approved, it should come in about this time next year. The City Council will be taking over enforcement duties from the police and traffic wardens, and this should raise money to spend on wonderful things (like cycle parking outside City Hall). Hopefully, the biggest effect will be more effective enforcement of parking restrictions at street level. No more stopping your car on the yellow lines while you pop to the cashpoint - you'll just have to use your bike in future!

We fully support this move, and the signs so far are that the City may actually get its act together on this one - a novel idea at City Hall which demands imitation.

Since this was written, the work on Newmarket Road has been completed - let us know what you think - Ed.

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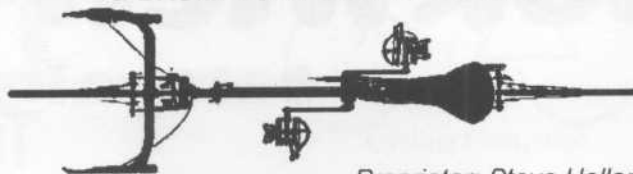
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Editor's info

by Mike Savage



Marriott's Way worse than ever

The heavy rain of recent months has rendered parts of Marriott's Way virtually impassable to cyclists. What a pity that commuters from Drayton, Taverham and Thorpe Marriott are compelled to use the very congested and dangerous Drayton Road and Drayton Low Road.

New ranger

Campaign member, Mary Dodds, has recently been appointed a Sustrans Network ranger. With Dave Cleverly, she will be responsible for Marriott's Way. So, if you have any comments or ideas, or experience any problems, please call Mary or Dave. Their phone numbers are: Mary 01603 424001
Dave 01603 665288

Mary says, "If you discover a burnt out car on or near Marriott's Way, the first thing you should do is tell the police".

Roundabout improvements

Norwich's wildest roundabout is about to be tamed. Motorists will once again see red when cycle reservoirs and advance stop lines are painted at entrances to Chapelfield roundabout. Traffic lights will be operational at all times giving much safer crossing facilities for pedestrians and reducing danger for cyclists.

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The North Sea Cycle Route

The North Sea Cycle Route, joining seven countries with a coastline bordering the North Sea, is to open next year. It will be launched with two cycle tours, each leaving Hamburg, Germany, and arriving in Aberdeen, Scotland. Both tours leave on 5th May, one via Holland and England, the other via Denmark, Sweden and Norway. They meet for a celebration 50 days later on 23rd June. So there's an idea for next year's holiday!

Presumably the tour travelling via England will pass through Norfolk on Route 1 of the National Cycle Network. Maybe we can join in for part of the tour? More details later.

European Car Free Day

Friday September 22nd is European Car Free Day, and many of the largest European cities will be banning all cars from their centres. I wonder what Norwich City Council will be doing here

And, finally...

Thanks to Brian Sargent for telling us about this caption from the EDP issued on Monday 20th April 1896:

FURIOUS DRIVING ON IPSWICH ROAD
LADY CYCLIST UPSET

What's new?

Mike Savage

**Closing date for items for the
December newsletter is
Friday 17th November**

Views and opinions expressed in this newsletter are not necessarily those held by the Editor or Norwich Cycling Campaign. News items are reported in good faith and we cannot be held liable for their accuracy. E&OE

Reflections on

Ride the Net!

The idea of a Hull to Harwich Festival during Ride the Net celebrations, 21st - 25th June, seemed a very good one and it was clear from late last year that enthusiastic cycling groups in Suffolk and North Essex were determined to make it happen.

In Norfolk, the response was initially slow. Not one district council millennium contact replied to my letter - and Ride the Net was a 'millennial celebration of cycling'! But, by April, several people from different groups had got together to co-ordinate events over a stretch of Route 1 from Loddon to Fakenham. At the time of the event this had extended more or less to King's Lynn. Norwich remained the Campaign's focus with Tim Powell and Ingo Wagenknecht, who was also organising festivities in Rockland, covering the Norwich to Loddon zone and Tony Clarke the Drayton and Fakenham zone.

'Covering the zone' meant general liaison and visiting pubs and other possible refreshment points to see if they would be open and whether they would provide a point for stamping the ride card. Pubs responded willingly but were concerned that they would be deluged with cyclists at busy lunch times. I do not think this happened but it must have reinforced the fact that they are on or near route 1 of the National Cycle Network.

On Sunday 25th June, the Lord Mayor and Lady Mayoress, Councillor Ron Borrett and Mrs Borrett, opened the day on Anderson's Meadow, the last of three cycling activities they had opened that week! The Campaign stall by Marriott's Way was organised by committee members Mike, Richard and Nigel who also offered bike checks and hire. The Campaign now has a smart tablecloth and banner, kindly put together for nothing on material supplied by Joe at Norwich Screen Art.

The main cycling events were Rob Conway's carefully organised rides from Norwich to Whitlingham and back and one school's outing

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people, including many children, and Rob had arranged with the police to escort us at difficult junctions through Norwich. This helped enormously and we were able to keep more or less together as far as the rowing club at Whitlingham where we could pick up refreshments before continuing to a riverside area for games and a picnic.

In the afternoon, John Oliver, who has children at Wensum School, persuaded 40 parents and children out on bikes on Marriott's Way as far as Gunton Recreation Ground. They all enjoyed themselves and many said they didn't even know about Marriott's Way, yet they live very near it. John is looking for ways to promote cycling in the school and this was obviously a good start and an initiative that should be encouraged. The Greenhouse Trust and the Eating Disorders Association both ran sponsored rides and were keen to co-ordinate some of their arrangements.

The success of John's ride (not to mention David Hood's fantastic Cycling Snowball in north-east Norfolk the previous weekend - see page 10) suggests that a community-based approach to cycling promotion may work better than a publicity blitz. Sustrans had bombarded us with publicity materials, organisers' packs and leaflets. Thanks to David Senior's design feat in cramming a great deal of information onto a poster in a clear and colourful way, we also had our own poster. The EDP produced two features and Radio Norfolk broadcast some announcements, one on the morning of 25 June. The City Council also listed the day in their summer programme.



The Lord Mayor and Lady Mayoress of Norwich meet Phyll Hardie and Christine Wilson on Anderson's Meadow. We do hope Phyll put the sign back

Co-ordinating all this publicity and posting it around took a lot of time and the lack of response from the public was disappointing. We don't know, of course, how many people just went out and cycled on the route during the day. We were also disappointed by the lack of response from schools along or near the route. We had sent letters to schools on and off the route but did not receive a single reply.

On a personal level, I really enjoyed meeting so many people from other groups, cycling or not. There is clearly enormous interest in promoting cycling and improving facilities and I wonder if there ought to be a way of combining efforts, sharing information, and sustaining goodwill,

among both lobbying and leisure groups, whether their focus is health, tourism or transport.

Would I do it again? I had been inspired by the London to Brighton ride which I did some years ago and thought that people would respond in larger numbers to the idea of something similar in eastern England. Perhaps they will one day, but there would need to be a more consistent level of input and co-ordination with, perhaps, the participation of local authorities, leisure and tourist organisations. Any offers?

Christine Wilson

Going underground in Spain

However much we like bicycles, it must be admitted that parked en masse they can be a bit of an eyesore. Holland is famous for its beautiful towns. Places like Delft, Leiden and Gouda are graced with the most wonderful variety of buildings. All too often the pretty little squares are marred by the sight of literally hundreds of bicycles parked in a tangled mass.

The last place I expected to find the perfect solution to this problem was in Zaragoza, Spain, where only a few very brave people venture on to the streets by bicycle.

There, in a small square in the city centre was the 'biceberg'. This brand new hi-tech machine, looking a bit like a giant cash dispenser enclosed in plate glass, stood there opposite the cafe where I was sipping a cool beer. Press a few buttons, insert a coin and a door opens to reveal the inside of a steel box big enough to take your bike and a large amount of luggage, press another button and the box disappears into an underground parking space.

I bought another beer (any excuse) and waited about an hour at the cafe for a cyclist to come along and use the machine. I asked a waiter in my faltering Spanish if he had seen anyone use the thing. 'No' he replied, '...and it's been there

for weeks'. 'Must have cost a lot of money,' I remarked, 'Un monton!' he cynically replied ('un monton' literally means 'a mountain').

Why 'biceberg'? 'Bici' is short for 'bicicleta', and, as with an iceberg, most of this structure was below the surface.



The 'Biceberg'

Before leaving Zaragoza, I saw a couple of superb cycle paths outside the city centre - these paths, complete with their own signs and road markings, were not shared and were as good as anything I've seen in Holland.

Near Zaragoza a disused railway between Tarrazona and Tudela has been converted into a 'ruta verde' (green route). Things in Spain are looking up!

Mike Savage

The shortest straw, the Longest Ride

You agree to help Sustrans, and what do you know? You've been volunteered to lead a symbolic ride on Midsummer's Day.

That's right, on the longest day, we'll have people riding every bit of the 5,000 miles of the National Cycle Network that's open, plus the route of the further 5,000 miles that isn't yet. Declare the Network open. Call it the Longest Ride. Classic Sustrans stunt, somebody in Bristol must have had a brainstorm.

Carefully numbered rides will run between each hub in the network - Norwich is one of 69 hubs. So that's one group heading southwards along the present Route 1 towards Beccles and another one going northwards on Route 1 towards Fakenham, and then the third ride that you're leading, OK?

The third ride leading ... where? It's obvious. Norwich to Lowestoft via Yarmouth - the future line of Route 1. The path's not yet built yet, well not as far as Lowestoft. Or even Yarmouth. But the idea is to trace the route - and celebrate it all the same.



Do I really want to do this? Yet the merest hint of compliance draws a volley of memos from Sustrans HQ in Bristol. Sounds like a professional hit squad.

Is it to be a police convoy down the A47 or hitch a lift aboard ship crossing Breydon? The boats sounded better. Check tides. Make rendezvous. Are civic receptions arranged along the way? Mainly, but strangely not yet in Norwich. Try the Cathedral - the Vice Dean is a Sustrans supporter. Thank the Dean and Chapter. And book the Lord Mayor, and sort local media, big sell needed. Oh, and there's a man coming from the Millennium Commission - ring him, he'll need a bike provided. Speeches, you must do speeches. And present brass plaques as mementoes - how many do you want sent? And a ride-though banner with special perforations (use only once). But safety first. Give us your mobile phone number (then give me a mobile phone first). Who's the designated repairs person? You need to appoint a photographer - use the slide film provided which must be correctly labelled, fully exposed and despatched to Sustrans' agents by 3rd June at the latest. You must be sure to wear your special red T-shirt, let us know L or XL by Friday, and whatever you do, don't forget your flag!

My flag. Only a big blue and white fluttering thing mounted on an eight foot pole that must be securely lashed to the bike and pedalled all the way there. Just in case.

As with most National Bike Week events, the long build-up consisted of will it, won't it?... rain, that is. The day came. Dry. But breezy, more than a bit, OK call it windy. But it's mainly behind us, so hard luck Fakenham mob, maybe ours wasn't the shortest straw after all.

The TV cameraman and press photographer arrive too early. Is this all the people? Give it five minutes, there should be at least 25 on the three rides. They did, and there were, plus non-cycling dignitaries and an unscheduled mass of children come to visit the Cathedral at the same time. Great picture waving us off. Do anything for the media. Just a dummy-run for the cameras, folks, please come back round for the speeches. I said ...

One more time with feeling, and we're off. The three rides mingle as far as the Erpingham Gate. Follow your right flag. Let's get out of Norwich fast. Our boats will be waiting at Berney Arms and the tide won't.

*The Longest Ride,
Leg No. 26,
leaves Norwich
Cathedral*



The happy nutters' convoy, we straggle out to Postwick and the joys beyond. A motley bunch, indeed a veritable pudding of plum T-shirts. Including a bloke at the front with a big flag, a Millennium Man on a Dutch roadster, a mum on a postie's bike, her lad not in school (headmaster's special dispensation) and Bill let out for just one day from his office.

Call in on the reed warblers at Strumpshaw. Wheedle through to Wickhampton, then it's out onto the marshes.

A bevy of biking beauties sweeping majestically across the plain. We bobble across the pasture amongst the grazing cattle. Fluttering flags scatter the herd. A windmill rears up ahead. Try tilting at it.

And so to the mighty river, and yes, the three boat crews were waiting. Two for the cyclists, one for the cycles. Permission to board, sir. And so we're bobbing across Breydon with Captain Pugwash.

The first valid use of a mobile phone I have ever experienced. The Mayor of Great Yarmouth is apparently already waiting for us in his gazebo. A makeshift shelter on Hall Plain that is. With food and drink. We're only ten minutes away. Assuming lifting 13 bikes up an 8 foot quay wall at North Quay doesn't take too long.

Speeches, plaques, photos, bye-bye Haven Bridge, we're pedalling off to Gorleston and Hopton then heading over the border to our final appointment in Lowestoft.

Life Cycles - that's the name of the venue, a surprisingly spacious bike shop. We arrive one minute ahead of the other ride, the one that had made it to Lowestoft via Beccles. Kindly step into this radio car to do a live interview, sir, then you can go in and meet the council leader. And have some grub. Then do speeches, plaques, photos.

And farewells, then sailing through the rush hour traffic jam anticipating the scramble to bag the bike spaces on the train back to Norwich. No problems though, and the sun was shining brightly. Millennium Man so pleased that he wants a quick bike tour of Norwich (esp. to see new library) before returning to London. Bill was tired but ecstatic - his longest ride since 1968 - an experience to take with him back to the office tomorrow. And, yes, it was all worth it.

Matthew Williams

Acknowledgement
Norwich Cycling Campaign
is pleased to acknowledge
the award granted by
Millennium Festival Awards for All
in respect of Ride the Net events
and publicity material.

Chairman's chat

Phyll Hardie looks back to two events worth remembering

VIP Ride 2000

Although it took place on probably the hottest day of the year, this year's VIP ride was one of the most successful. About 60 people congregated by the steps of County Hall - councillors, transport planners and engineers, police, members of cycling and environmental organisations, and including Sam Ralph, deputy director, and David Pearson, director of design, in the Dept. of Planning & Transportation. Under the leadership of Rob Marshall, Norfolk County Council Cycling Officer, we set off in groups along the route prearranged to show the good and the not-so-good city cycling facilities.

Our route took us up Lakenham Way towards the city, up Brunswick Road and Trinity Street to Park Lane and The Avenues, along Bluebell Road and Earlham Green Lane to Larkman and Marl Pit Lanes. We had peace and quiet up Gunton Lane to where it joins Marriott's Way, until returning and negotiating the new ramped crossing over Hellesdon Road. I foresee problems here: will cyclists realise they don't have priority, especially after negotiating the similar arrangement at Pendlesham Rise? One has to be rather observant and astute interpreting road markings.

Returning to the city along Marriott's Way brought us to the new bridge, decorated with multi-coloured streamers for its official naming

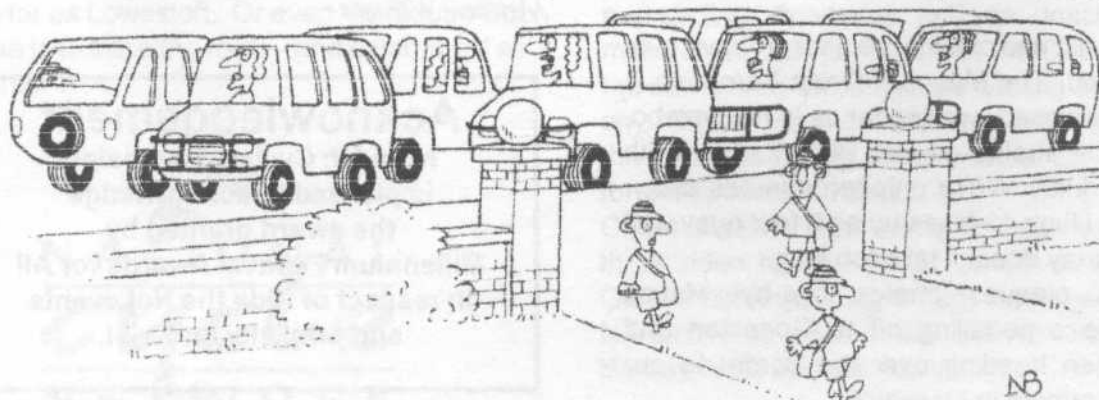
and opening by the Lord Mayor, assisted by some children from Parkside School. Having won a competition to name the bridge Dragon Crossing, they were colourfully dressed as dragons to race across the bridge. This was the culmination of our ride, where we could stop and rest, take refreshment and talk - networking as it's known.

Apart from an early blow-out and a wobbly wheel, requiring both riders to return to the start, the ride went well. As leader of a group near the back, I was amused and smugly pleased to see the reactions caused by such a large number of cyclists among car drivers who had the misfortune to meet up with us. Of course, the majority were patient and well-behaved, but one started blaring his horn continuously, while another tried to make an escape by cutting through a garage forecourt, only to be held up getting out onto the road again by the number of cyclists passing. She only managed to get ahead of six cyclists - was it worth the effort?

At stops along the ride the VIPs were informed on the good and bad points from the cyclist's perspectives - how can anyone give reasoned and enlightened decisions without them? I like to think that the ride could have given one or two usually non-riding VIPs a taste for wanting to do more, although at least one (female) councillor found the traffic daunting.

Phyll Hardie

"The school run's a bind, but it really isn't safe to let them walk with all this traffic on the road."



Delightful!

That is how I would describe our recent fortnight's tour along the National Cycle Network from London to Cornwall...

Our tour started officially at Putney Bridge where Route 4, the Thames Valley Cycleway, starts. The route took us through Richmond Park and Windsor Great Park but kept close to the river for much of the way to Maidenhead. As advised on the Sustrans route map, we took the train for the few miles between Reading and Newbury as the Kennet & Avon canal path is not yet complete here. We were on it from Newbury towards Marlborough though, with Route 4 now called the Severn and Thames. We passed through Savernake Forest, a cool and shady respite on a hot day. Having cycled the southern alternative through Devizes on a previous occasion, we now took the northern route, through Avebury, Calne and Chippenham. From Bradford-on-Avon we had a delightful section of the Kennet & Avon canal to Bath, which includes two aqueducts, wonders of industrial archaeology. This section too was familiar ground, as was the Bath-Bristol railway path, Sustrans' first route, which we've cycled twice before.

At Bristol, we made a visit to Sustrans' headquarters where we were presented with a signed copy of their new book on the NCN. Our rest day here included an early slot on Radio Bristol to tell of our travels. We were now on Route 3, the West Country Way, route of the 1996 Trailblazing Ride - only two of us this time, not 200, and now we had to carry all our baggage. Seeing the width of this baggage - panniers fore and aft - the good folk at Sustrans advised us to take the train between Bridgewater and Taunton, to avoid the pinch points along the Bridgewater Canal. At Taunton we left our bikes at The Bike Park (cycle centre), marked on the Sustrans map. For 20p each it provided secure, supervised parking while we explored the town. Pity it wasn't covered though!

Somerset was a delightful county, with the route well signed - no risk of getting lost here as we did once in Berkshire. Dulverton was

as lovely as last time, but here the weather changed. We crossed Exmoor in appalling conditions, but surprisingly, after being 'on the road' for ten days, we suddenly met other cycle tourists. We'd seen plenty of cyclists before, but they were all locals. Now we spoke to a single female doing the End-to-End (Lands End - John O'Groats), and five men, one of whom turned out to be Nick Cotton, co-author with John Grimshaw of the book we'd been presented with.

We left the route of the Trailblazing Ride half way down the Tarka Trail, as the West Country Way goes off westwards towards Cornwall. Now the terrain was extremely hilly and we spent as much time walking as cycling. We reached Boscastle, our destination, in late afternoon, right on time for tea and cakes with my family. Our week's stay with them included a visit to Radio Cornwall at Truro, where again we spoke about the joys of cycle touring and why weren't more people doing it.

It was a truly memorable holiday. We kept as much as possible to the NCN, leaving it only for accommodation, or to avoid some bad spots. One of these was a track over the Wiltshire Downs, used by 4-wheeled drive vehicles, followed by a section so overgrown it was impassable; the A4 provided welcome relief! On a well-surfaced newly opened railway path near Calne, we came upon a recalcitrant landowner's attempt to disrupt - gates and barbed wire. Local cyclists simply lifted their bikes over then climbed over themselves. We had to remove all our bags (8 altogether) before we could do likewise. Surprisingly, Sustrans were unaware of this blockage (where's the local ranger?). Surfaces were generally excellent. Signage varied according to county; most was good through towns, not always adequate in the countryside. We reported our findings to Sustrans, as requested, and suggested that for touring cyclists with wide loads, pinch points and the installation of wheeling channels on stairways be reconsidered. We cycled 375 miles in 12 days, with daily distances ranging between 20 and 40 miles. People we spoke to seemed to think it a tremendous feat but we had no difficulty; anyone with decent bikes and reasonable fitness could have done it.

So why aren't more people doing it? They don't know what they're missing! Norwich cyclists could start with Route 1.....

Phyll Hardie

Summer snowball

David Hood looks back at the 'Cycling Snowball' held on Sunday 18th June....

"Because I'm terrified of microphones and groups of people, I couldn't do a mass thank you at Southrepps on Sunday.

Just over 2,000 people turned out - which was a wonderful surprise, especially as a large number of others who had hoped to be there didn't make it. I want to say thanks to the Ride Guides, the Music Makers, the site helpers, the Stunt Riders, and all the other people who helped out in all kinds of ways and had to endure my overbearing, obsessive, lunatic behaviour over the last month or so. And most of all to Hiliary who made the wonderful banner, signed the route and without whose help I would have given up.

The Snowball thing started as a fantasy - I saw a piece in North Norfolk District Council's magazine 'Outlook', urging local people to 'reclaim the lanes' and thought "that's more than enough of an invitation for me"!

I had all kinds of hopes, I imagined lots of children on roads they would never normally go on, small groups of people joining up with others, being able to chat to both friends and strangers as they cycled leisurely along.

But throughout the whole run up, I had just one overriding central image - 'Long Lane', a 3/4 mile section of road that links Lower Southrepps to Southrepps itself. It is a lane I know very well (it's the way I go to Cromer) and I have cycled it many, many times. I imagined it

full of cyclists, so that as you came around the bend and looked both in front and behind that is all you would see. It was for me a 'Shirley Valentine' fantasy and I was prepared for the reality to fall far short of the dream.

Unbelievable, and in a way I will never forget, it turned out to be just the reverse. I may be a sentimental drama queen (as well as all the other adjectives I am sure you could add to that) but I found it an incredibly moving and empowering experience. And it was the number of children, one so young she had stabilisers on her bike, that really grabbed me. Owen (aged 8), sitting on the back of a tandem alongside me, watched, in amazement, as the only car to slip through our unofficial brief lane closure suddenly came face to face with the 'snowball' and rapidly reversed 50 yards to let it pass. Owen's words were "this really is reclaiming the lanes, I've never seen a car reverse for cyclists before"!

Thanks to Graham, my neighbour, I have some great video footage of Long Lane, along with scenes from the Venue and the meeting point at Lower Southrepps - please let me know if you would like to see it - I defy you to watch it with a straight face or a cold heart. If anybody has interesting stills of other video footage, please get in touch.

I'm sorry for the bits that didn't quite work out, the routes that weren't really long enough, the timings that were a bit off, the village hall running out of tea..... The whole thing was the steepest learning curve I've known in many years and it's only just the beginning!

One of the early flyers I put out said, 'If you come, it will happen.' You came, it happened - thank you, thank you."

David Hood

You can contact David on 01263 761533 or by e:mail on david@hood1947.freemove.co.uk - video footage of the event will be shown at our Campaign meeting on 14th September - see page 12 for details - Ed.

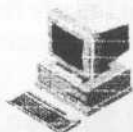
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to our newest members

Bill and Erica Fisher, Gina Guthrie,
Ian Mold, Dave Parkin and family,
Juliette Reynolds, John Rowe,
Pedro White, A. Whittle
and Rachael Wix.

Gas Hill Gasp

For the first time in many years, there will be a Gas Hill Gasp hill climb on Sunday 22nd October at 11am, organised by East Anglian Cycling Club. This is a fun event for anybody from the age of 12 to try to get up the hill. They hope that several people will tackle it for charity and also hope to interest people in cycling generally, and in particular their club. Several people should be bringing along unusual machines. One for the diary!

Cyclists' Touring Club/ Cycling Campaign Network (CTC/CCN) Conference

The autumn CTC/CCN conference is in Manchester on 4th and 5th of November. Anyone interested in going, please phone Phyll on 01603 435547.

Velo-city 2001

The next Velo-city international cycling conference is to be held in Edinburgh and Glasgow on 17th-21st September 2001. A long time ahead, but already they are calling for Papers. So if you think you could give a workshop on one of the following subjects, please contact 0141 434 1500 for details:

Tourism and economy
Children and mobility
Health and well-being
Environment and land use
Sustainable transport and planning.

You might also like to enter for the Velo-city Falco Lecture Prize 2001 on the subject of encouraging young people to lead more active lives using their bicycles. Further information from 020 8671 3386 (office hours).

Autumn events calendar



Campaign meetings

Please note these are on **Thursday nights**,
7.45pm at The Greenhouse, Bethel Street.

Thursday 14th September

Showing of Sustrans' Safe Routes to Schools
video, plus the North Norfolk Cycling Snowball.

Thursday 12th October

Matthew Williams will give a slide show on cycle
facilities in French and German cities.

Thursday 9th November

Pre-AGM meeting

Cycle Recycle

BIG BIKE SALES

Saturday 16th September

Saturday 7th October

See advert on page 2 for more information.

'Cycling for fitness and pleasure'

Adult cycle training course

Starts Saturday 23rd September

To be held on six consecutive Saturday mornings at
Thorpe Adult Education Centre. Cost £27 (full fee),
£13.50 (benefits), £21.50 (over 60s).

Tutors: Phyll Hardie and David Cannon.
Enrolment and details tel. 01603 435857.

Countryside on your Doorstep

Sunday 10th September

Whittingham Country Park (near Route 1) 11-4.
Organised by Norwich Fringe Project to encourage
local people to find out about local wild spaces.
Environmental information and fun activities. Phone
Nigel on 01603 502188 for details of our involvement.

Gas Hill Gasp

Sunday 22nd October

Organised by East Anglian Cycling Club.
Cycle up Gas Hill for fun or charity. Ages 12
upwards. 11.00am start.

CATI (Come and try it)

Norfolk Countryside Cycling Group rides for novice
cyclists - we go at the pace of the slowest rider.

Where possible, tea stops are made.

Further details on these fortnightly rides are
available from Phyll on 01603 435547.

Saturday 16th September

Meet 2.30pm at County Hall roundabout
for ride to Brooke.

Saturday 30th September

Meet 2.30pm at Old Catton parish church for ride
to north of city.

Saturday 14th October

Meet 2.00pm at UEA Porter's Lodge for ride led by
Christine. Contact her for details on 01603 451015.

Saturday 28th October

Meet 2.00pm at Thorpe End village green bus stop
for ride to east of Norwich. Last ride of the season.



These people 'came and tried it' - Phyll is second
from left

Family rides

Sunday 8th October

Sunday 3rd December

Rides to help parents gain experience in taking
their children cycling. Everyone welcome. Plenty of
rest and refreshment stops - bring drinks, snacks
and light picnic. If you'd like to go, contact Rob
Conway to check details, let him know who will be
coming and the ages of any children - 01603
504762 or e:mail conways@netcom.co.uk
Meet Harford Manor School car park 10.45am for
11.00am start - Approx. 4 hours duration.