

NORWICH CYCLING CAMPAIGN

Newsletter 45

June - August 2002

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.



Matthew quits Forum!

Norwich Cycling Campaign's Consultation Officer, Matthew Williams, has resigned as Vice-Chair of Norwich Cycling Forum—a post he has held since its inception in 1991.

Thankfully he will remain as our Consultations Officer and will continue to pursue all local cycling issues as vigorously as ever.

Matthew tells all on page 9.

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*Cycle Recycle would like to thank the following people
for their donations this year*

Mike (friend of Rob Conway) - 2 mountain bikes
John Harris - Dawes 501 frame & 2 Brooks saddles

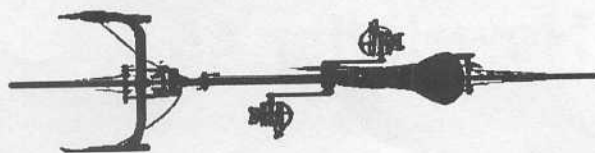
Andrew Ray - 2 Chinese bikes

Jack - wheels & tyres

Anonymous donations of big blue gents' bike and
brown Peugeot loop frame

and as ever, Steve Holland at Specialised Cycles for
the steady trickle of bikes & bits

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Editor's info....

by Mike Savage

NEW CYCLE-FRIENDLY ROUNDABOUT

The Highway Code dedicates six paragraphs and two diagrams explaining to motor vehicle drivers the correct procedure on roundabouts. As much interweaving of vehicles is necessary, it is obvious that on the roundabout all traffic needs to be moving at more or less the same speed, so where does that leave cyclists?

In the cyclist's section of the code there are only three paragraphs referring to roundabouts. The first one refers back to the motor vehicles section suggesting that cyclists may feel safer keeping to the left hand lane and signalling right to indicate when they are not exiting!



The second suggests that cyclists may consider it safer to wait till large vehicles are clear of the roundabout and the third paragraph that cyclists should consider "walking their cycles on the pavement or verge". The upshot of all this seems to be that cyclists should avoid roundabouts altogether!

With the new roundabout at the junction of the Holt and Cromer Roads the planners have, in my opinion, done everything possible to minimise the danger to cyclists. The roads entering the roundabout are divided by long centre reservations. These reservations are wide enough to provide cyclists with an adequate refuge and are set well back from the roundabout to give ample visibility when using the crossings. A shared path encircles the roundabout linking the three crossings. Using the path does of course involve cycling extra distance, but at least at quiet times cyclists can use the road and at busy times can jump the queues which often form entering the roundabout.



Ipswich Road, Norwich: This cycle lane is less than 1 metre wide. Would you risk it between large vehicles?

MOTORISTS TO BE TOLLED?

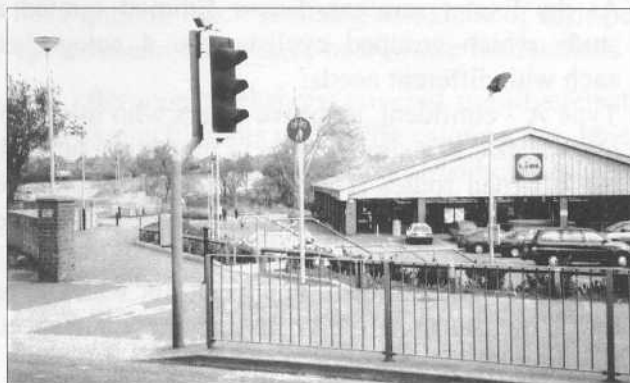
Two separate government enquiries have recently concluded that the only way to persuade motorists to change to public transport would be to introduce road tolls. This could have an unfortunate spin-off as far as cyclists are concerned. Motorists may well switch to minor roads to avoid the tolls. This already happens in countries where tolls are charged on motorways.

SADDLED WITH A PROBLEM

From a recent report in the European Journal of Urology, it would appear that narrow cycle saddles can cause problems with male virility.

"The most important factor in safeguarding penile perfusion is not the amount of padding, but rather a saddle width that prevents sufficiently the compression of the arteries"

I have written again to Mrs Lott (p.10, Newsletter 44) to explain the position.



New cycle path from Aylsham Road, linking through to local housing estate.

Chairman's Chat

By Phyll Hardie

A year ago I took part in the regional seminar of the National Cycling Strategy held at Cambridge (Newsletter 41). The report of the complete programme of eleven seminars, just issued, makes interesting reading.

We campaigners know that cycling is good for everyone, not just for those who actually do it. We will all benefit from a healthier population, improved access to jobs and local services, and reduced car dependency. A common objection to encouraging cycling is that it is 'dangerous' and would lead to more accidents. In fact, evidence from Europe shows that accident rates fall as the number of cycle trips increase, possibly because motorists become more aware of cyclists' presence and take greater care. Studies also demonstrate that cyclists are good for business, spend more money locally than motorists do, tend to buy food and drink and stay over in B&Bs whereas car occupants often bring their food with them and drive home at the end of the day. We've probably heard all this before, but how do we disseminate this information to the general public?

There is now substantial evidence demonstrating the health benefits of cycling, such that it ought to play a central role in public health policy. Dr H Rutter, speaking at the Oxford seminar, pointed out that regular exercise such as cycling a few miles to work each day, reduces the risk of dying from heart disease by about 40%. These benefits need to be publicised, with local press and media taken on board.

At the Exeter seminar, Roger Emmett quoted a study which grouped cyclists into 4 categories, each with different needs:

Type A - confident, assertive riders who mix with other traffic in a similar style to motorists, but will use off-road routes if they provide a short-cut or more pleasant journey. They are aided by cycle contraflows in one-way systems.

Type B - less confident, happy to mix with motor traffic but prepared to give up directness and speed to minimise tackling risks.

Type C - resist exposure to motor traffic where possible and favour off-road routes. This type will

benefit from 20mph zones, off-road paths, toucan crossings and shared paths. This type resembles the 'sensible 12 year old' - the level of ability the National Cycle Network aims to cater for.

Type D - rarely cycle in traffic, perhaps only on leisure routes. Returners and new cyclists fit here and would benefit from off-road routes to gain confidence before moving on to higher levels.

These different needs must be recognised such that new cycling facilities beneficial to one group do not make matters worse for another. Key findings from these seminars will be made accessible to all who access our website.

A couple of months ago Christine Wilson and I had the pleasure of visiting Leicester's cycle centre, called the Bike Park, situated under the Town Hall and accessed by a slope down from the pedestrianised Town Hall Square. This cycle centre included a shop for sales, repairs, bike and equipment hire, rooms for bike parking and lockers for leaving baggage, as well as toilet and shower facilities, all at very reasonable charges.



While we were there, cyclists were coming and going all the time, many of them commuters and shoppers but also tourists with laden panniers, wanting to leave their bikes securely while exploring the town. Leicester is on Route 6 of the NCN so is attracting and providing for touring cyclists. Norwich is on Route 1 and could make good use of similar facilities. We have been promised a cycle centre in the new Nestle development but, as with all things cycling in

Norwich it seems, it is a long time coming. We must make sure it is not forgotten about.

After the CTC/CCN conference at Dorchester, Bob and I decided to go on tour north to Gloucester. Staying in a combination of B&Bs and youth hostels, with one night at the home of David and Jane, editors of A to B, the excellent journal for enthusiasts of folding bikes and alternative transport, we eventually found ourselves on Route 41 of the NCN, from Bristol to Gloucester. What a delight this was! Bristol itself is a cyclists' paradise - advanced stop lines and signed cycle routes everywhere, with a new cycle/pedestrian bridge over the river, constructed since our last visit there two years ago. Route 41 is signed at every junction and took us along and over the Avon gorge, over two motorways and north along lanes between the A38 and the River Severn. In the Slimbridge area we were on canal towpaths, quiet and peaceful. We took the train home from Gloucester, just as we'd taken the train out to

Dorchester. Two single fares - horrendous price! The cost of railway journeys certainly does not encourage one to finish a tour in a different place to where one starts.

On our return home, catching up with the local newspapers, I've been shocked at the amount of anti-cyclists sentiment expressed recently. What is it that people find so annoying about cyclists? Is it our carefree attitude and happy smiling faces? Is it our good health and active lifestyle? Do they in fact envy us but feel unable to take that first step in joining us - 'cycling is dangerous' I hear of every side. Newspapers stirring up the sort of hatred expressed recently would be prosecuted if we were an ethnic minority group; how is it allowed to happen to cyclists? Until the government does some active promotion of cycling or there is another fuel crisis, I fear nothing much will change.

Enjoy the summer cycling season. *Phyll Hardie*

The centre pages of this newsletter can be used as a poster. Please feel free to copy and display.

Achieving Cycle-friendly Infrastructure

As a 'voluntary sector' group we were able to take advantage of one of the limited number of heavily discounted places available at a national conference held at Nottingham University on 16th April under the above title. The main target group were local authority practitioners, but Matthew managed to get his name down and mix it with the true professionals. As it was, the conference was very oversubscribed and a repeat one has had to be organised for later in the year.

The keynote speaker was Steven Norris, Chairman of the National Cycling Strategy Board who delivered a stimulating and energetic speech on the Board's commitment to the previously stated targets for growth in cycling. There was optimism and a clear focus on the issue - that of modal shift, particularly to tackle the problem of short urban car journeys. He was adamant that he would avoid any suggestion of moralising - this was a matter of pragmatics, and much of the task boiled down to providing safe cycling and secure parking. He advocated a breakthrough in the psychology of 'motorists versus other modes', and believed in radical solutions to danger reduction including

perhaps changing the legal rights of bicycle users in accident situations towards the Dutch situation where the presumption was that the motorist was in the wrong. Ultimately 'society will demand it'.

Other main speakers included CTC's Tony Russell on the important local authority benchmarking project (to help spread good practice) and John Lee from Transport for London, the person charged with making cycling work in the big smoke. The Cycling Campaign Network's own John Franklin was then given his chance to deliver his controversial but eminently sensible views on the need for high quality design if 'cycle facilities' are to be any help. Some of the audience must have gone to lunch realising that some of their pet cycle schemes may have been worse than useless.

The afternoon workshops covered useful subjects such as pinch points and traffic calming, bus lanes and contraflow cycle lanes, and Matthew attended an in-depth discussion on the virtues of formal cycle audit and review processes.

Altogether a very worthwhile day, reinforcing the view that we're not as advanced in cycling in Norwich as some of us like to think we are.

Matthew Williams

BIKE WEEK 15-23 JUNE 2002

Join Norwich Cycling Campaign for a week of events for people of ALL cycling ages!

- Saturday 15 June** **Dr Bike:** A chance to get your bike checked over. Visit Dr Bike outside St Peter Mancroft, Norwich, 11.30am to 2.30pm. Nigel Howard 01603 502188.
- Come And Try It ride:** Cycle from Norwich to Cromer and take the train back. Meet 10am junction of White Woman Lane/Spixworth Road, Catton. Phyll Hardie 01603 435547.
- Wymondham Farmers' Market:** Meet Porters Lodge, UEA, 9am or Cringleford village sign, 9.15. Bring empty bags and baskets! Nicola Maunders 01603 405285.
- Tuesday 18 June** **Dr Bike:** UEA, 11.30am to 2pm. Nigel Howard 01603 502188.
- Wednesday 19 June** **Dr Bike:** Outside Day Procedure Unit, Norfolk and Norwich University Hospital, 11.30am to 2pm. Nigel Howard 01603 502188.
- The Company of Cyclists Tryout Roadshow** at UEA. 10am to 6pm. A chance to see and try out a range of machines, including some you never knew existed!
- Wed /Thurs 19/20 June** **Bike2Work:** UEA and Norfolk and Norwich University Hospital are taking part—what about your employer?
- Friday 21 June** **Bicycle Biriani:** A short cycle ride followed by a vegetarian Biriani. Meet outside The Forum, Norwich for 6pm start. To book Biriani: Richard Bearman 01603 403415. Ride details: Mike Savage 01603 612880.
- Saturday 22 June** **Bike Sale:** Corner of Leopold Road/Waldeck Road, Norwich. A chance to get your own bike and be ready to join in the Snowball Picnic (see opposite). Nigel Howard 01603 502188.
- Sunday 23 June** **Snowball Picnic:** Whitlingham Country Park. Choose your starting point and meet up with cyclists across Norwich for a picnic lunch (see opposite). Ian Maunders 01603 405285.

Other events to watch out for

- Saturday 15 to Sunday 23 June** **Paintings by Norfolk School Children.** Theme: 'Promoting Norwich to Cycling Tourists' displayed in The Forum. Phyll Hardie 01603 435547.
- Free Bikes on Trains:** Promotional offer by Anglia Railways.
- Monday 17 June** **Commuter Challenge: Bus car or bike?** Finding the best way to travel the 5-mile journey from Thorpe Marriott to Norwich. Ian and Nicola Maunders 01603 405285.
- Wednesday 19 June** **Cycling to School,** Eaton CNS. Temporary traffic calming measures and a motor vehicle census. Richard Bearman 01603 403415.



Pedalling
Sunday 22 June 2003
Snowball Picnic, Whitlingham Country Park

Choose your nearest starting point and meet up with other cyclists along a route to Whitlingham Country Park for a picnic lunch at approx 12 noon. Remember to bring your own picnic!

Contact Ian Maunders 01603 405 285 or visit www.norwichcycling.fsnet.co.uk

RIDE A

- Meet Roy's car park, Bowthorpe at 11.00am.

Via Earham Green Lane, Bowthorpe Road, Waterworks Road, **Marriott's Way Railway Path, (Route 1)** *MCN*

Anderson's Meadow approx. 11.20am

Route 1

meeting up with

11.20

RIDE B

- Meet west end of Arthurton Road, Spixworth at 11.00am.

Via ~~White Woman Lane~~ traffic lights, St Clements Hill/ outer ring road, Philadelphia Lane/

Penn Grove, Andersons Meadow on NCN1, St. Mary's Plain, St. Andrew's Hall, Upper King Street, Friendship Bridge approx. 11.40am

meeting up with

11.40

11.50

RIDE C

- Meet Sainsbury's Pound Lane, Thorpe at 11.00am.

Via Railway Station, **Friendship Bridge approx. 11.40am**

Then Rides ABC cycling together to Martineau Lane Roundabout (meeting up with Rides E and possibly D), Trowse and on to Whitlingham Country Park - expecting to arrive at 12.00 noon

RIDE D

- Meet UEA, Porter's Lodge at 11am

Via Eaton - route to be confirmed. Possibly meeting ride E at start of Lakenham Way.

RIDE E

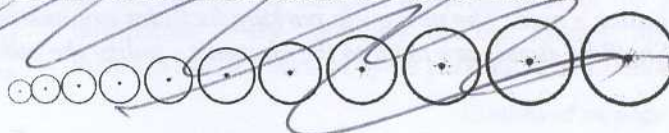
- Meet rear of Sainsbury's Queen's Road/Start of Lakenham Way at 11.30am

Via Lakenham Way, Long John Hill, **Martineau Lane (meet ABC) and Whitlingham Country Park**

*Family Ride
Meet*

Snowball Picnic dedicated to David Hood

TRAVELWISE®



Letters to the editor

Following our article regarding cycling routes to the new hospital, Maddie Parisio sent us copies of the following correspondence.

To The Chief Executive, Norfolk and Norwich University Hospital,

With all the press coverage regarding access to the new hospital I was rather dreading my appointment there. However, to my delight I discovered that I had no problem finding my way, I met no traffic congestion and my journey from Costessey took approximately 15 minutes. The reason for my easy journey was that I travelled by bicycle! My route took me directly through the University campus to the Sainsbury Centre, over a bridge, following a tarmac path across a field. Once I reached the road (Colney Lane) a cycle track took me all the way to the hospital. Nothing could have been simpler, even nervous cyclists could follow this route without feeling intimidated by traffic, as there are many cycle paths leading to the UEA from different parts of the city.

My question is, why is this mode of travelling to the hospital discretely hidden? I have never seen it promoted in the press, and the hospital map I was sent only mentioned the car parks and roads. Perhaps it is because the cycle parking at the hospital is inadequate, already there were bikes locked to trees and fences as all the racks were full. One car parking space could accommodate between 10 and 20 bikes and the cost of proper cycle parking cannot begin to compare with the building of a new road.

While I appreciate that sick and elderly people cannot travel by bike, there are hundreds of other people who use the hospital every day. If they were encouraged to use these facilities by including cycle directions as well as car parking information with appointment letters, the roads would be available for ambulances and the really infirm. This would lessen the congestion on the road and you really would be promoting a healthy Health Service.

Yours faithfully, M A Parisio

Dear Ms Parisio

I have been asked to respond to your helpful letter. I am pleased your recent cycle journey to the new hospital was an easy one, but as an occasional cycle user myself, I have realised that the cycle routes are not 'signed' on the UEA campus. Our project team have asked for this to be rectified.

We are in touch with the City Council about cycle routes to the hospital and I know that some of the cyclist user groups have added to our voice. We haven't included very much information about cycling routes on the hospital map, but this is something that can be included, alongside other travelling details, in the future.

Turning to your last point, at the moment there are small secure storage areas for staff, and the builders are currently creating a large bike storage area in the Plaza near to the bus stops. This facility should adequately meet current needs, but some cyclists insist on leaving their machines at the nearest point to their destination!

Thank you very much for taking the trouble to write to us.

Yours sincerely

Geoff Bluckert

Patient Services Manager, Norfolk and Norwich University Hospital.

Editor's note: The new cycle parking facilities are indeed well under way - but what a pity the exsisting Sheffield stands are open to the elements - unlike the outdoor smoking shelters!

More mutterings

From Matthew

Nice One Norris in Nottingham

Elsewhere in this newsletter you'll find a report on the important conference I attended in Nottingham in April. Whatever you might think of Steven Norris, he is certainly a consummate politician – well briefed, articulate and convincing. Not always the sort of thing we are used to getting from people extolling the virtues of cycling. I particularly admired his technique of speaking first from the podium, then moving round to stand in front of it, removing his spectacles before delivering the punchline, apparently from the heart. So much for the presentation... but it was interesting how several speakers later picked up on the importance of credibility in getting the cycling message into mainstream thinking. Not that cycling activists should always be delivering punchy sound-bites, but it is true that some basic grasp of presentation skills does help. Arriving at important meetings in steaming luminous lycra certainly doesn't.



Nasty niffs in Norwich

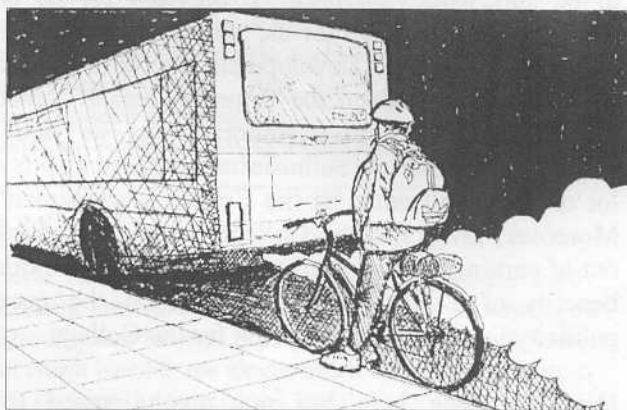
I don't think I'm alone in noticing recently how much more aware we're becoming about air quality in the city. Certainly this issue crops up regularly in relation to buses, those beautiful ocean liners of the road that we're expected to share lanes with. Oh to gaze down one of those three-inch exhaust pipes and smell the sea.

Well, I've done a bit of reading up on the latest research, and I thought you'd like to have passed onto you the good news and the bad news.

The bad news is that certainly a lot of filthy stuff wafting about in the kerbside atmosphere. The list of potentially harmful substances coming out of exhaust pipes includes benzene, butadiene, carbon

monoxide, lead, nitrogen dioxide, ozone, sulphur dioxide and particulates. In relation to turbo-diesel buses, it's the particulates that are of greatest concern because they are specks of carbon that can get stuck in your lungs and carry with them all sorts of nasties including known carcinogens. So it is certainly wise to try not to get caught in the exhaust plume often left by the bus as it accelerates away from the bus stop just as you're about to overtake.

The good news is that the daily dosage received by bicycle users is a lot less than you'd imagine (perhaps twice what you'd get anyway away from the road). In fact you're in a considerably better position than car occupants, who typically get two to three times the concentration of organic compounds, carbon monoxide and nitrogen dioxide – and who have to sit there passively for long periods soaking it up. Maybe it helps to explain why some urban motorists seem so dopey – they're probably half asphyxiated.



Not necessarily no more

As I write this I hear the gentle strains of others in the house watching Norwich City's progress through a certain match at the Millennium Stadium (I know that's all history to you now, dear reader). And so I am reminded of the John Cleese expression I think I've used once before in this column – appropriate for describing the agony of cycle campaigning (and of course of being a City fan): "It's not the despair, it's the hope!"

That I suppose was something to do with the reason for my decision to quit as Vice Chair of Norwich City Council's Cycling Forum in early May. But more than that, I had become exasperated at the minimal amount of practical improvement (i.e. at street level) in the last 2-3 years and the lack of recognition by our elected decision-makers of the need for 'modal' shift and the importance of cycling to the future of the city. This was brought to a head by the two of the issues I muttered over in the last newsletter – the stupidity of the Queen Street decision and the lack of cycle parking at Millennium

Continued on page 11

City College Bicycle User Group

Our Bicycle User Group (BUG) here at City College Norwich began life in 1998 thanks to the initiative and persistence of one enthusiastic colleague. Maria put up posters in the bike sheds, and sent out an email to canvass opinion as to whether a BUG would be useful. Looking now at the BUG Archives it is apparent that there was a latent need for such a group. Up until that point there had been no unified voice for cyclists in the College, and that individual complaints and ideas had fallen on deaf ears. The initial interest numbered two dozen, since when we have grown to just under 100 members.

It seems that having made the initial contacts, College cyclists had conspiratorial conversations in corridors, and exchanged secretive emails about how to convince the powers-that-be that a BUG would be a good idea. However, the College authorities proved to be surprisingly helpful. IT Services set up an email discussion group for us, permission was given to use part of a Staff Development day for a jolly to Bramerton, and indeed the Principal herself joined the BUG. The positive response was no doubt largely due to Maria's enthusiasm, but there also is a lot of good will amongst the College management. Moreover, given that the College is rapidly running out of parking spaces, management see the economic benefits of a BUG – not to mention the good publicity that the BUG can bring for the College.

Having a Bug here has not revolutionised (or perhaps velorutionised?) cyclists' lives here, but it has resulted in many small improvements that can make all the difference. For example, the bike sheds were cleaned-up and new padlocks were fitted, and it was agreed that cyclists could use the Sports Hall showers. For the last few years the College has supported Bike2Work week by providing free breakfasts. One very useful benefit now provided by the College for cyclists is insurance cover whilst on business within the City.

A major part of our activity is organising leisure rides both for College staff and members of the public. These started out as short rides out to a pub, but since 2000 we have also held long distance Audax rides. The College allows us to use the facilities for free, and we have also had the help of the Hotel School in providing the catering. These rides have been very successful in promoting cycling within the College, and beyond. In addition, cake sales on the day raised enough money to buy a track pump which was unveiled in the bike sheds by the Principal.

Outside of when we meet up for rides, the BUG is very informal mainly relying on the email system and leading members bumping into each other in corridors. We don't hold any formal meetings mainly due to time constraints, but I think that we like this way! I try to get a monthly newsletter out on email, mainly listing local events, weblinks, and updates on campaigns within and outside the College. I'm trying to get a Bike Buddy scheme up and running, and if I ever get time would like to set up an Intranet site for the BUG (we dream of a website like that of UEA BUG!). We're not officially connected to Trades Union, nor do we have any formal consultative status with management.

We've been very pleased this year how we've co-ordinated with other Norwich BUGs, especially UEA – again email has proven invaluable in this regard. I attend the Norwich Cycle Forum on behalf of the CCN BUG, where an increasingly joint approach has proven effective (Queen Street notwithstanding). Several CCN BUG'ers are members of Norwich Cycle Campaign which has proven vital in keeping our BUG in touch with the wider local issues. I assume that since we receive a regular and useful newsletter from the National Cycle Campaign that we are also affiliated to them.

If you work in a large institution that does not already have a BUG, I really would encourage you to form one. It does inevitably rely on enthusiastic individual(s) managing to find the time to run it voluntarily, but our experience suggests that working on a small scale can still make significant improvements.

Thanks to David Potter of the City College BUG for e-mailing this article; it really does illustrate what can be done to improve the lot of cyclists. Insurance cover is an excellent idea—Ed.



Some useful websites

www.anglia-railways.com/cycle/index.htm
(bikes on trains)
www.behindbars.uk.com/toerags.htm
(stolen bike website)
www.transport2000.org.uk
(transport issues)
Don't forget our own discussion group on
norwichcycling@yahoo.co.uk

Plain. On both issues the Cycling Forum had been repeatedly assured of a good solution, but this proved just hot air and showed that the Forum had probably become an irrelevance. As I explained to the Chairman, Councillor Andy Pearmain, I have become fed up trying to defend the City Council's inaction from comments by my cycling and non-cycling friends. Going public on this in the run-up to the local election was an attempt to get some meaningful debate on transport into local politics, and to some extent this

happened. Thanks to the famous conker trees issue (if you believe the local rag) the long-standing Labour administration duly fell, and we now have new faces to deal with. At the time of writing, the future of the Cycling Forum seems uncertain, but there are many ways of getting a voice and I shall be continuing to press to get proper integration of cycling within the city's transport system. This is not an unreasonable objective and I don't think it will come to a penalty shoot-out.

The 10 Joys of Riding a Bicycle, by Heri Harrison, 77 years young

1. Sheer joy of cycling—able to stop anywhere! anytime!
2. Exercise
3. Fresh air
4. Easy parking with time to amble about minus parking fines
5. Manoeuvrability, no traffic jams (one-way streets occasionally wrong way)
6. No standing in bus queues and waiting
7. Adaptability—no aching feet, weight balanced
8. Reliable

9. Hiring a bicycle in China in 1989 I was arrested!
10. Compared with a mobility trike I hired in Norwich, cycling is easier and safer.

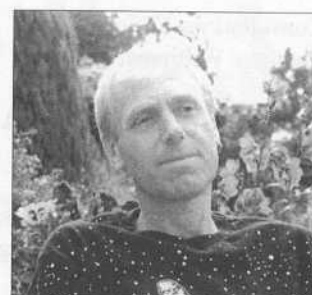
Heri drove a car until recently but after a hip replacement found cycling was the easiest way to travel. Three weeks after her return from hospital in Aylsham she mounted her bike again—what joy! Following a toss over the handlebars - ending up in the trauma ward at the N & N hospital - she bought a new cycle called 'ARC', her very best treasured friend. Three cycles have been stolen—fingers crossed this time!

OBITUARY

The funeral took place recently of one of our members, David Hood. Two years ago David organised a highly successful Cycling Snowball as one of the events in the Millennium Festival of Cycling. More recently, knowing he was dying from cancer, he got together with friends to organise his own funeral. A purpose-built trailer to hold the coffin was drawn behind a tandem from David's home in rural North Norfolk the eleven miles to the crematorium at St Faith's, accompanied by a cortège of over 40 cyclists. We certainly 'reclaimed the lanes', in the same way that the Cycling Snowball had done two years earlier. It was a unique event, one that has possibly set a precedent for anyone to whom the thought of being carried to one's final resting place in a car seems intolerable. The funeral itself was a joyous celebration of David's life, not the usual mournful affair.



David Hood's tandem trailer hearse prior to the cortège departing for the crematorium.



*David Charles Hood
10 February 1947 - 8 April 2002*

David was a great organiser and passionate supporter of everything he believed in. His ideas were the inspiration for our Snowball Rides in this year's Bike Week and these will be our tribute and our thanks to him for the legacy he left us.

Contacts



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Forthcoming Events

Family Rides 2002

Gentle, suitable for almost all ages.
Plenty of interest and stops for rest and refreshment.
Unless otherwise stated, meet 10.30am at Harford Manor
School car park on the following Sundays:

Please telephone Rob Conway in advance: 01603 504762

Come and Try It (CATI) Rides

Saturday 15 June
White Woman Lane/Spixworth Road junction, 10am
Cycle to Cromer, return by train
Please phone Phyll on 01603 435547
for details of further rides.

Summer Evening Rides 2002

Join us for a meal or just a drink at the following:

Monday 1 July	The Chequers, Hainford
Tuesday 30 July	Cherry Tree, Wicklewood
Tuesday 27 August	Green Man, Rackheath
Monday 16 September	The Railway, Wymondham

We aim to be at the pub between 7 and 7.30pm. Either
meet us there or join us on a ride from Norwich. Please
phone Ian or Nicola on 01603 405285 as we need to book.



Plus

Monthly meetings on the 3rd Thursday of every month
at the United Reform Church Princes Street
7.30 pm

Future Meetings:

6 June (pre-Bike Week meeting)
18 July
15 August

Charles Clarke MP:

Q&A Session for organisations in his constituency
14 June, 7.30pm, Council Chambers, City Hall

Welcome to new members who joined recently

Jenny Paine	Kevin Simpson	Ferg Muir
Christopher Stokes	Peter Carter	Peter Preston
J R Pilling	Tony Bailey	Martin Slorach
J F Clarke	Zoe Lloyd	Clare Male
Louise Bohn	Jamie Matthews	Patrick Hewins

Hope you will come to some of our meetings!

Deadline for the next Newsletter Monday 19th August