

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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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!

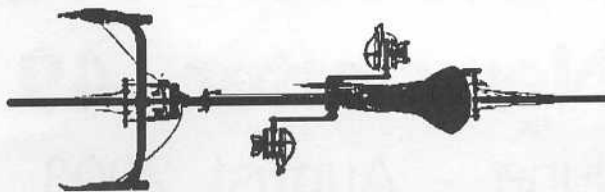
For general enquiries or to reserve a bike space call 01473 462721

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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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

Editor's Info . . .

by Mike Savage

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

www.bike2work.info

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

Chairman's Chat . . .

by Phyll Hardie

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.

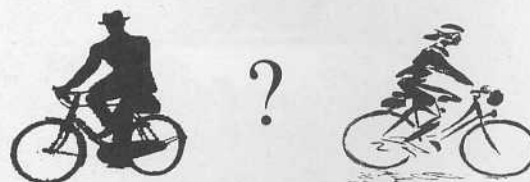
At a recent conference on Cycling and Health at the University of Nottingham (full report on our website), delegates heard about these problems, particularly the increase in levels of obesity, among children as well as adults, with much of it thought to be due to decreased physical activity. We also 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). 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.

Two Wheels are Best

As the motor car dies of thirst the bicycle is returning to the roads. Although its main attraction is the ability to run on steak and claret, fish and chips, or any other fuel that the rider enjoys, the bicycle is also a masterpiece of technology. Some of its many remarkable features have only recently been recognised and some are still not fully understood.

The bicycle is by far the most efficient means of transportation. As a system for moving with minimum expenditure of energy, the combination of man and bicycle performs better than any living creature or machine.

The easiest way to compare the efficiencies of different systems is to calculate the energy used in moving one gram through a distance of one kilometre. Walking at normal pace a man uses about 3 joules per gram weight per kilometre travelled. This is very much better than a rabbit or a helicopter, about the same as for a motor car, but not quite as good as a jet aircraft.

When the man is mounted on a bicycle his energy consumption is reduced to 0.6 joules per gram weight per kilometre moved – a figure not approached by any travelling animal or machine. By taking to two wheels a man can (allowing for increased wind resistance) travel two or three times as fast for the same expenditure of energy.

The reasons for this spectacular improvement are not hard to see. Walking is a good way of covering rough ground, but it is a rather wasteful process. Even when standing still we use a modest amount of energy in keeping the leg muscles tense to support the rest of the body. In walking, a good deal of energy is wasted in raising and lowering the body, as well as in friction when the feet touch the ground.

The cyclist is better organised. As he is sitting he does not use much energy in maintaining the posture of the body. His legs and feet move at a fairly uniform rate, avoiding wasteful acceleration and deceleration. The frictional losses are greatly reduced by the substitution of wheels for feet.

To be fair, the energy advantage is not quite as big as it seems. It might be thought that human muscle power is a bonus quite independent of the energy crisis. This is not so, for the production of food uses an ever-increasing amount of fuel, e.g. in driving farm machinery and in producing chemical fertilizers and

pesticides. But the extra fuel consumption required for cycling is much less than would be used in any other form of transport. If people must move about, cycling certainly makes the minimum demand of global fuel resources.

The bicycle, like the steam engine, is a good example of the way in which technology can succeed without the benefit of scientific guidance or understanding. Indeed, if the bicycle had been designed by scientists, instead of by a blacksmith, it would probably never have worked. Even now the remarkable stability of the bicycle is difficult to explain.

Dr David Jones, an English chemist, studied the problem during the 1960s. A riderless bicycle, he observed, will fall over within a second or two if left alone, but if pushed and released it will stay upright for as long as 20 seconds, moving in a gentle curve before collapsing. It is a matter of common experience that a ridden bicycle is very stable, especially at high speeds. Dr Jones asked why, and made some interesting experiments in his search for an answer.

One obvious solution is that the front wheel acts as a gyroscope, with the inherent stability shown by the hoop, which was a familiar toy before children became affluent. Is the bicycle a hoop with the rear wheel merely trailing behind?

Dr Jones made a test by fixing an additional front wheel on the same axis, but slightly smaller so that it was clear of the ground. If he spun the extra wheel in the same direction as the road wheel, the riderless bicycle was more stable than ever, but if he cancelled the gyroscopic effect by spinning the loose wheel in the opposite direction the machine promptly collapsed. However, when he rode the modified bicycle the extra wheel had no effect whichever way it was spun. So a bicycle is essentially a hoop, stabilised by gyroscopic forces, but only while riderless.

We still do not know why the bicycle works so well; but perhaps some enterprising university is already making plans for a Chair (or Saddle) of Kuklosophy to find the answer.

Extracts from the book 'Science in Action' by John Lenihan. Published by The Institute of Physics – London & Bristol (1979)

Submitted by Phyll Hardie

BIKE WEEK 2003 June 14 - 22

a reminder of the rides . . .

Saturday 14th Seaside Special

Depart 9am from Sainsbury's, Pound Lane (bus bay)
or 10am from Wroxham rail station
Details from Phyll - 01603 435547

Sunday 15th VIP Tour of Norwich

10am from The Forum
details from Rachael - 01603 617505

Tuesday 17th Bikes & Beer

The Cock, Barford, approx. 7.30pm for a meal or just a drink,
meet at the pub or join us for a ride beforehand
details from Nicola or Ian on 01603 405285

Thursday 19th Lunch at Loddon

depart 10am, Martineau Lane roundabout, bring a picnic
details from Sue or Graham - 01603 765745

Friday 20th Bicycle Biriani

leaving The Forum at 6pm, cycle out to Mulbarton and back to the Greenhouse by 8pm for a vegetar-
ian Biriani

Limited Spaces for meal - book with Richard - 01603 403415
Ride details from Mike - 01603 612880

Saturday 21st Wheel your way to Wymondham

depart from The Forum at 10am for ride to Wymondham Farmers' Market
details from Rachael - 01603 617505

Sunday 22nd Grand Finale - Snowball Picnic

Join at one of 7 starting points for a ride to Whitlingham Country Park for lunch

Don't forget to bring your picnic!

1030am - St. John's First School, West Pottergate entrance

11am - Roys car park, Bowthorpe; White Woman Lane/Spixworth Road:
Sainsbury's, Pound Lane; Porters' Lodge, UEA

11.15am Unthank Road shops

11.30am Start of Lakenham Way, behind Sainsbury's, Queen Street

Rachel Wix, Bike Week Coordinator

01603 617505 or 07812 904652

www.norwichcycling.fsnet.co.uk

and there's more . . .

in addition to the list opposite, the following events are also taking place:

Dr Bike

Come and visit the Dr Bike stall at St John's First School Fair, West Pottergate on **Sunday 15 June** starting at 11am. All welcome for some maintenance and repair advice.

Commuter Challenge

What will the experiences be this year of the cyclist, the bus passenger and the driver in the increasingly renowned Commuter Challenge? On **Tuesday 17 June** the route will be from Old Catton to the new hospital site - the cycling paramedic will be on hand just in case! Watch out for the headlines in the local newspapers on that day!

City Councillors and officers VIP Ride

Watch out for a crowd of City Councillors and Officers on **Wednesday 18 June** as they swoop around the streets of Norwich on their very own VIP ride.

Schools VIP Ride

Friday 20 June sees pupils and staff from invited Norwich Schools form their own mini-snowball (in preparation for the big one on Sunday 22 June!) on a Schools VIP Ride to the City Hall. The rides will leave the Schools at different times but will snowball to arrive at City Hall for 12 noon, just in time for a buffet lunch! For further details, contact Richard Bearman on 01603 403 415.

Bike Auction and Dr Bike

Inspired to get on your bike but don't have a bike - help is at hand! Come along to an auction of ADULT cycles only (ATB,s and traditional styles (including some "oldies") on **Saturday 21 June**. Auction being held in the corner of the main car park at UEA (opposite Porters Lodge) and starting promptly at 1p.m. with viewing from noon. For further details and bad weather arrangements phone Nigel on 01603 502188.

If you already have a bike, it's worth coming along to take advantage of the free Dr. Bike check from 11:30 a.m. at the same location.

Bike2Work

Key employers across Norwich have been targeted to be encouraged to lend their support **throughout the week** to employees that cycle to work. Hoping to report some success stories in the next newsletter but if you want to know more, contact Christine on 01603 451 015 or Jeff on 01603 411 898.

More Mutterings . . .

from Matthew

What we need is a super-hero

Regular readers of this column will know how we love to wallow in nostalgia. But this time we need not cast back more than a few weeks to recall those heady, hopeful days of late April and early May, when we were all caught up in an exciting drama in our part of the world. If we could but know then what we know now, how things were going to turn out, what dramatic twists and turns lay around the corner, indeed even who we might find on our doorsteps when the doorbell rang again at 9 p.m. and we ran breathlessly to answer.

The daily prospect of our world being turned upside down, what a time that was. I speak of course of the local elections. Hopeful ward candidates staking their all on passionate election speeches about traffic congestion, stirring up the crowd to a frenzy of enthusiasm about reclaiming the streets and putting policemen back on bicycles, strident demands for fresh air for the people and free cycle clips for the trousered ones.

Well, it's happened. The electorate has spoken. The brave new future has begun. And will your ward representative live up to all those promises made about a cycle-friendly city? What's that you say? ... they didn't make any? You don't know who your councillor is ... or what they stand for? You don't give a *what*?

It seems we cycle campaigners may all need a little reinvigorating. In days of old we were graciously given cycling officers, but then we became complacent. Now cycling offices are nearly extinct. Maybe we need a super-hero. A bit of POW! BAM! ZAP! FLINK! PFFF! If only as a mnemonic to help me remember what I was supposed to be writing about.

POW!

Otherwise known as Prince of Wales Road. We now understand a little more about the proposals than we did when we featured the scheme on the front page of the last Newsletter, and it has to be said that it's looking like a bit of a lemon. Far be it from us to expect a safety scheme to instantly deliver a top class cycle route, but the scheme as designed does very little to tackle

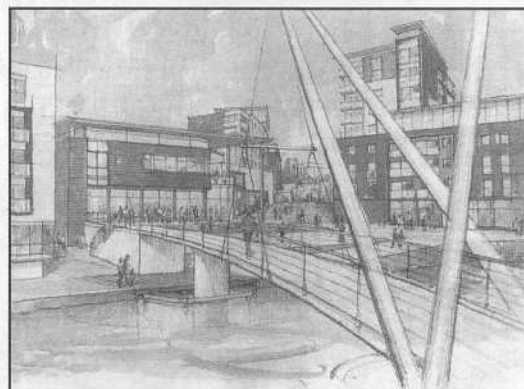
the danger on this road at source (i.e. arising directly from the 1960s one-way, multi-lane layout). More worryingly, the primary objective actually seems to be maximising capacity for motor vehicles rather than favouring the road users higher up the supposed mode hierarchy.

Not restoring two-way flow for buses and bikes on what must be the broadest city centre street is a clear sign that the Green Spine idea is now dead.

Elsewhere in this issue you'll find some more detail about the horrors in store if this retrogressive option gets built (which may be unstoppable now), and what we have done (or maybe haven't) to try and get some sanity back into the plans.

BAM!

The Brewery at Mountergate has lain vacant and increasingly derelict since Watney Mann closed it down more than ten years ago. Thank goodness it has been able to serve a useful purpose as an unofficial car park for eight vehicles and as a safe haven for pigeons. But more to the point, the delays in finding a developer able to take it on has meant that the second new river crossing (intended as a direct link between King Street and the Riverside cinema area) has not yet materialised. This in turn means rather a wet bike ride when following the intended route to the railway station avoiding Foundry Bridge.



Comrades, there is hope. The ever-increasing value of residential property in the city centre has attracted a serious potential developer (Wilson Bowden) who is currently locked in detailed discussions with the planners about many aspects of this extremely complex scheme. Not least, how to land the cycle/pedestrian bridge at St Ann's Wharf without it spoiling the setting of Dragon Hall, and (since

our squint at the initial design drawing) how to create a 2m wide cycle path without a sharp right angled bend in it. Watch this space (no doubt if you're a pigeon, you will be already).

ZAP!

Zoom along Pottergate and your cotterpins may well shake loose. Part of the answer is to slow down a little, the rest of the answer is to persuade the City Council to re-lay the granite sets to a smoother finish. Which it seems is possible. However, having left the city centre and ducked under the Grapes Hill Underpass (penny farthing riders need not apply), you are currently faced with a conundrum of kerbs and bollards seeking to deter your onward progress towards the Earlham Road/Mill Hill Road junction. But not for much longer, my friend. A consultation is at hand on a revised scheme to provide a continuous cycle route along this ancient thoroughfare. Alas not, for the time being, to include the side branch through to Golding Place - the seething mass of residents wouldn't allow that.

And to those members from the north and east sides of the city who complain about my south-western bias, I hope to bring you news next time of proposals to lower Mousehold Heath by 35 metres!

FLINK!

As I leaf back through dusty tomes of bound past volumes of this venerable Newsletter, I cannot help but notice how many times we have made reference to the Forum Link. Not necessarily by that name (after all, The Forum is a recent arrival on the scene), but at least referring to the longstanding desire by people on bicycles to pedal between Theatre Street (i.e. the Assembly House area) and St Peter's Street (the front of City Hall). In the same way that ants will run over your foot when you try to block their trail, cyclists and pedestrians have for years been stomping over flower beds and clambering across barriers in the attempt to replicate a route that has existed in historic Norwich since days of yore.

We're not getting too excited yet, but it seems possible that the route across the front of The

Forum may actually be completed soon. Who cares about another year-long delay while the Forum 2 building was being put up? It was only right where our massed cycle parking was meant to have been, but anyway it's just about done now.

Forum link:

Dropped kerbs need sorting out.



The cycle link is actually already open for you to try (since 25th April to be precise), but a few more dropped kerbs and things still need doing before official recognition is forthcoming (little signs). A procession of cyclists may be a surprise for other users of the space, so extra courtesy and care are the order of the day, particularly until things have settled down.



What the Forum link is really meant for?

(all pictures supplied by Matthew)

PFFF!

That's the deflating sound of the ending of positive urban transport policies at County Council level following last year's change of administration. It's all very sad, a hopeless return to road-building aspirations, more car parks and an inability by our highway authority to grasp that the only real solutions to transport access lie in implementing serious modal shift.

Eternal optimists that we are, we still believe the bicycle can play a huge role in supporting the economic vitality of Norwich, and furthermore that as a city we've hardly begun to unlock the potential.

Sprocketman the Super-Hero, where are you?

PRINCE OF WALES ROAD

Chronology of a sham consultation

Late 2002 City and County Councils win bid for £1m for safety scheme

January 2003 Colour leaflet and questionnaire are produced showing limited options based on present layout, with numerous signals and high priority to motor vehicles



725 leaflets were delivered to addresses in the Prince of Wales area, but nothing sent to any user groups

15 January Preferred scheme outlined to Norwich Cycling Forum by City's Transportation Manager

6 February Cycling Campaign manage to get hold of leaflet and submit objection to conceptual basis of scheme – it conflicts with the established mode hierarchy

7 February City Centre Residents complain of lack of information and absence of promised exhibitions

4 March Scheme Engineer reports to Highways Agency Committee. No serious reference to any objections, but widespread 'support' noted from consultees

12 March Norwich Cycling Forum resolves to request amendment to scheme to allow cycling up Prince of Wales Road instead of Rose Lane

13 March Cycling Forum Chair Councillor Dean advises Highways Agency Committee of concern from cyclists about lack of provision, but Option 1 is ratified

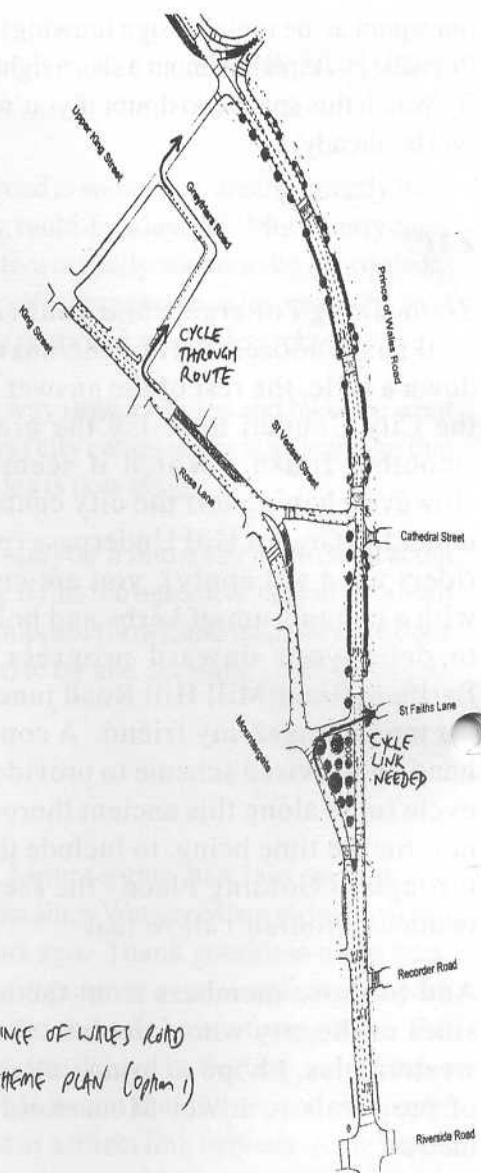
20 March Matthew meets Scheme Engineer on site and is told the scheme is a fait accompli. Only prepared to discuss minor changes to that scheme

22 March Cycling Campaign write to Government Regional Office complaining about the lack of proper consultation. Concerns evidently supported by Regional Cycling Development Officer.

6 May Norwich Cycling Forum reiterates concerns about Option 1

Cycling Campaign receive letter from Scheme Engineer enclosing copy of consultation leaflet (!), confirming Option 1 has been chosen, and inviting comments just on details

21 May Highways Agency Committee meet to give final go-ahead for construction to begin in the summer



Rose Lane on a good day



Where we want a cycle link

Reasons to be cheerful - part 3

Nancy and Rick Adams

Double, double, toil and trouble; fire burn and cauldron bubble. Eye of newt, and toe of frog, wool of bat, and tongue of dog. Adder's fork and blind worm's sting

Strangely enough in spite of Shakespeare's words these remain some of the things that we have not seen on bike rides.

This weekend we undertook a car journey to Wales to visit friends and, apart from a few squashed rabbits, rats or frogs and a few pheasants - and was that a fox or just a neighbourhood cat? - we saw very little.

When you are out on your bike, how much more do you see? Because cycling is quieter, slower and allows you to sit higher up, a huge range of wildlife suddenly seems to appear before you. On several occasions we have cycled into our village watching a herd of deer grazing on the fields whilst the poor car drivers zoomed by, oblivious to the lovely sight because they were below the hedge line.



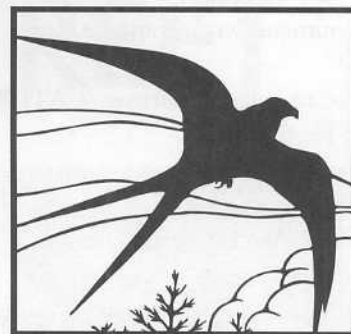
Riding home after a bad day at work can become a real joy when it is possible to see and hear beautiful bird song. Often it is impossible to leave behind the sound of one song before another starts like a musical relay race. In addition the flowers, both by sight and smell add another dimension. Who can fail to be lifted by the sight of large swathes of primroses or cowslips for instance? Our best ever ride home included slowly riding past a kestrel only 3 feet away as it glared at us too determined to protect the rabbit that it was eating. Unfortunately at this point a van came along and scared it away. However, we continued on our way thrilled with what we had seen only to find that half a mile down the road a barn owl silently flew across just in front of us. Thinking that it could not be better we rounded the next bend only to come face to face with a fox who stared at us until the last moment when he ran off into the undergrowth. We have never been lucky enough to experience this in our car.

On a recent ride we came across a stoat too busy running around the road and up and down the verges to notice us until it came straight towards us and realised our presence at the last moment. After that

all we saw was a blur as it raced for cover - much the same view we would have had from our car had we been lucky.

It does not take much to alert your senses and enjoy the sights, sounds and smells (both good and bad !) whereas travelling by car insulates you from all this. It hardly matters that you see a common blackbird or daisy or a rarer woodpecker or wild orchid, it is another facet of life which can make cycling even more enjoyable. It is even better when with practice it becomes possible to recognise the individual birds or flowers and maybe even know that the bird song that you can hear over the hedge is a wren or willow warbler for example.

When did you see your first swallow this year or when did you see the first blossom or a swathe of primroses or cowslips?



Whilst we all have excellent reasons for cycling such as getting from A to B, keeping fit, saving the planet, being sociable or just enjoying the feeling of being on the bike, there is more.

So open your eyes, ears and nose and add another dimension to that journey to work or day trip.

.....

and finally . . .



Trouble as the new cycle link across the Forum is opened

Contacts

Norwich Cycling Campaign
42-46 Bethel Street
Norwich NR2 1NR
Telephone 07812 904652



Website

[Http://www.norwichcycling.fsnet.co.uk](http://www.norwichcycling.fsnet.co.uk)

E-mail

info@norwichcycling.fsnet.co.uk

Discussion Group

norwichcycling@yahoogroups.com

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Consultations Officer

Matthew Williams	503824
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Committee Member and UEA BUG Representative

Christine Wilson	451015
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Other Committee Members

Rachel Wix	617505
Jeff Jordan	411898

Norwich City Council Acting Cycling Officer

Linda Abel	212190
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Norwich City Council Cycle Forum

Gordon Deane (Chair)	223011
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Norfolk County Council Cycling Officer

Tim Jarvis	222230
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What's Happening?

Family Rides

*For details please telephone Rob Conway
01603 504762*

Gentle, suitable for almost all ages. Plenty of interest and stops for rest and refreshment.

Various Sundays, starting 10.30am at Harford Manor School Car Park, plus the following special event

**June 22 (joining the Snowball Picnic and starting at the West Pottergate entrance to St. John's First School at 10.30am)*

New for 2003!

A series of Sunday rides from the city centre

**June 15, July 13, August 17 and
September 14*

starting at The Forum at 10am

Telephone 405285 or 07812 904652

Summer Evening Rides 2003

**Tuesday June 17: The Cock, Barford*

Tuesday July 15: The Bird in Hand, Wreningham

Tuesday August 19: The White Horse, Crostwick

Tuesday September 16: The King's Head, Hethersett

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 Nicola or Ian on 01603 405285 in
advance as we like to book a table.*

** These are also Bike Week events*

Plus

*Monthly meetings on the 3rd Thursday of every
month at the United Reformed Church,
Princes Street, Norwich, at 7.30pm.*

Next meetings: 3 July, 21 August

**Also Special Open Meeting, Wednesday 16 July at
The Greenhouse, Bethel Street, 7.30pm
"Prince of Wales Road and All That"**

*Welcome to the following new members who have
joined recently:*

Sarah Elsegood

Mr R Clarke

Marie Cooper

Andrew Bevan

Andy Gathercole

Tom Llewellyn

Mark Papworth

Deadline for the next Newsletter is Friday 15 August