

NORWICH CYCLING CAMPAIGN

Newsletter Number

September - November 2003

50p where sold - free to members

This newsletter is published by NORWICH CYCLING CAMPAIGN, which was formed in 1990 to promote cycling in Norwich and to lobby for better cycle facilities.

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

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STALL IN THE MALL



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

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

NORFOLK FOLDS UP!

The second **Great Norfolk Brompton Ride** takes place on

Saturday, 20th September

Meet 10.30am on the forecourt of Norwich Railway Station and ride to Ranworth

Pub lunch or take a picnic. 20 - 25 miles

All Brompton riders welcome

Details from Phyll: 01603 435547

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CYCLE MAINTENANCE WORKSHOP

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

£4 to members, £8 to non-members

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

Christmas with the CTC

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

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

Bring and share refreshments - sorry no alcohol!

HAD A CYCLE STOLEN IN NORWICH IN THE PAST 12 MONTHS?

Nigel is compiling a list of members who have "lost" their bikes (one member has had three "walk" this year!) Cycle Recycle has had 6 stolen from racks near the station and one whilst on hire last season.

The Police have been reluctant in the past to allow individuals to inspect the dozens of stolen bikes in the Bethel St. "pound" but the Campaign approaching them as a group should be successful.

You will need to give Nigel a brief description of your bike (colour and type are the most important features); Nigel will then send the list to the Cycling Officer at Bethel St. with a request for a "mass view"; Nigel's van will be available, should you "find" your bike, for its safe transport to your home (free in Norwich).

Phone Nigel on 01603 502188

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

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

WORTH THE WAIT?

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

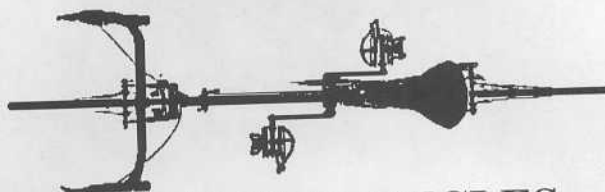
Consequently, we have changed our computer system and most e-mails sent during August have probably disappeared into the ether. I had got used to the old system being almost as slow as me, but this new young whippersnapper has me running about trying to keep up with gigabytes, firewires and whatever.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

Ian Maunders

MORE USEFUL WEBSITES

www.carbusters.org
www.cyclehelmets.org
www.cycleweb.co.uk
www.nationalcyclingstrategy.org.uk
www.whycycle.co.uk
(impartial advice for new and potential uk cyclists)

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TEL/FAX: 01603 665668

OPEN: 8.30am—6.00pm

E-mail: specycle@lineone.net

www.specycle.co.uk

Editor's Info . . .

by Mike Savage

The Right to Turn Right

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

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

Tecnotips

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



MAKE A NOTE - 1

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

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

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



Warning!

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

Wobbly Research

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

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

MAKE A NOTE - 2

*Our link to the National Cycling Strategy
Board:*

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

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

Office telephone:
01733 566829

Chairman's Chat . . .

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

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

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

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

by Phyll Hardie

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

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

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

Cycling levels rise after all!

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

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

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



CCN/CTC Conference

Westminster - May 10, 2003



'**Cycling: A capital solution**' was the snappy title of this conference which, as its title suggests, concentrated mainly on cycling initiatives in London. Speakers included representatives from London Cycling Campaign, Transport for London (TfL) and the Cycling Centre of Excellence (CCE). Rose Ades from the CCE explained how they planned to draw together and promote and market cycling infrastructure, training and links with public transport.

There are ambitious plans to improve the existing London Cycle Network under a scheme known as LCN+. The proposed expenditure for this, over the next 5 years is a staggering £29m. One of the aims of LCN+ is to get 5% of children cycling to school.

Mayor of London, Ken Livingstone gave us an entertaining account of the launch of congestion charging and the cycling-related benefits which have followed. Already cycling levels inside the charging zone were up by 16%, with no increase in accidents.

Two million free London Cycle Guides have been distributed in the past year. There are 19 guides in the series, covering different areas of London and each version has a map of central London on the reverse, plus a good deal of cycling-related information. The guides were produced after considerable research and consultation with cycling groups and have reached a wide audience via media advertising and distribution at tube stations. In addition, 200,000 copies of The Rough Guide to Cycling in London have been produced and are available free from many bookshops in London.

Other developments in the capital include an additional 70 police officers on bikes by the end of 2003, joining the 200 already in service with the Metropolitan Police. As in Norwich, the Ambulance Service cycling paramedics team is expanding and proving that in most cases cycling is the quickest way to reach an incident.

London Cycling campaign has launched its All Ability Cycling Group and has published a guide containing information on specialist cycle and tandem suppliers, clubs, trainers, etc. plus details of over 50 organisations that offer assistance and information to help people with disabilities to get the most from their cycling.

Olly Hatch of CPAG (Cyclists' Public Affairs Group) gave an interesting insight into cycle resources on the continent. Many European cities have clear policies and budgets to encourage cycling and reduce motorised traffic.

Our own National Cycling Strategy Board has an uphill struggle to convince the UK government and Local Authorities to adopt such ideas. Olly also suggested that instead of talking about 'cycle-friendly' policies, we should be looking for 'cycle-positive' policies.

Philip Darnton of the Bicycle Association presented the 2003 National Cycling Awards to the following organisations:

GlaxoSmithKline, for their cycling promotion schemes at their Brentford headquarters.

Gloucester County Council, for their continuing programme of cycle training in secondary schools.

Runnymede Borough Council, whose provision of secure cycle parking at schools has considerably increased cycling levels.

Southampton University, who have introduced an extensive and imaginative range of measures to encourage cycling.

Transport for London, for the quality and promotion of the cycle maps they produced together with London Cycling Campaign.

Hull City Council, for its initiatives to encourage cycling, the most radical being the removal of one lane of through motor traffic in each direction along two dual carriageways to provide more space for cyclists.

The following day Nicola and I joined a ride organised by LCC. We met outside Westminster Abbey and cycled along the Thames, via the London Eye, Southwark, past the Millenium Dome to Greenwich and the Cutty Sark, then to the Thames Barrier and Woolwich Arsenal. We collected a retired American couple on the way, who just happened to have a one-day stop-over in London on their way back from a Scandinavian cruise and were out on their folding bikes. We crossed the Thames on the (free) Woolwich Ferry and threaded our way past the City Airport, through the ever-expanding Docklands, where yesterday's dockside cranes have become today's trendy sculptures - a bit like having a garden full of dried flowers. We continued to The City of London, where we said our goodbyes and headed for Liverpool Street and the train home.

Despite all the cycle paths and lanes, there was still a considerable amount of street (and pavement) cycling involved. However, the ride - almost 40 miles - was extremely interesting, made even more so by our entertaining guide. A fitting finish to an excellent weekend.

The big scheme of things

Momentous times these. It's easy to feel a little overawed being a Consultations Officer. Such as, please could Norwich Cycling Campaign give the council their view on the following: (a) proposed speed humps in Jewson Road, (b) revision to traffic signals in Thorpe Road, (c) the route of the Northern Bypass. Not necessarily in that order.

Maybe we'll just deal with the third one first. Costed at about £110 million, potentially cutting through swathes of gorgeous countryside, the one thing needed (according to councillors from Wisbech to Walsingham to Waxham) to solve all Norfolk's traffic problems at a stroke. And let you drive your car to the airport. A project so popular amongst Norfolk folk in fact, that our council tax has already risen to pay for the first instalment.

And our response as a city-based campaigning group? Hmm... do we have a view? Do we care about a road that would be so far out of town? Too right we have a view, and I'm afraid it's rather different from that of the Limp Dem city council.

The top level is to oppose any suggestion that major road-building is compatible with any serious aspirations for switching to better modes. Norwich Cycling Campaign will fight this hard with other groups under the Norfolk Transport Action Group umbrella. Beyond that, we will home in on more detailed cycling issues such as the inevitable severance and disruption of the many useful routes leading out into the north part of the county.

Rings, loops, inner links and outer darkness

"Should the centre of Norwich be declared a pedestrian zone in which the only traffic would be buses, cycles and commercial vehicles serving shops? This has become the key question in the ring-and-loop system proposed as a long-term solution to the city's traffic problem."

I read that today in an article in the local newspaper – it was dated 14th December 1964, and appeared in a scrapbook of cuttings at the Norwich Society exhibition in the Assembly House. During my recent talk at the monthly Campaign meeting I was accused, not for the first time, of wallowing in the past – well, there I was at it again. The point is that not one of the present traffic

proposals for Norwich is remotely new. When Horace Rowley proposed ring-and-loop 40 years ago he was just as fixated on the false notion that congestion is solvable as our noble leaders are today.

Cities are congested, that's what cities are. Allowing people access to goods and services is not the same as solving congestion. And bikes are extraordinarily good at giving people access.

It's all there in that 1960s scrapbook, yellowing with age but all so strangely relevant to today. Mr Alfred Wood, City Planning Officer, saying how he didn't think road-pricing was needed in a city on the scale of Norwich – but he did think it would be successful in London. Traders' fears about customers not being able to park in a pedestrianised London Street. And more sombrelly, coverage of the debate in the run-up to wholesale demolitions of the city's built heritage to make way for the inner link road and the multi-storey car parks (regarded then as the once-and-for-all solution).

Crossing the bottom of Grapes Hill from St Benedict's before the inner Ring Road was built.



Fears were expressed about the future of streets like St. Augustine's and Magdalen Street, and how the proposed

system for Prince of Wales Road would create a one-way 'race track' putting pedestrians at risk. The go-ahead for the creation of Norwich Airport...



St Augustine's Street in 1966

Having the long view can be useful sometimes, but oh,

I'm in danger of going all gooey-eyed and reverting to the swinging sixties again...

Get a grip

OK, I'm fine, really I am... I'm back in the virtually real world of the early twenty-first century, where things are measurably different from the parallel universe of the 1960s. I think.

We in the Campaign all believe in bikes, and a sustainable future where there is much more cycling in Norwich than in the recent past. So we will not stand by and allow that future to be threatened by muddle-brained car-heads who have no sense of how we've got here and can only perceive our city as somewhere to drive through or park in.

As always, the trick is to know when to shoot down the whole road scheme (as we did all those years ago with the proposed 'completion' of the Inner Ring Road), and when to seek to influence a project that may have become unstoppable (as the original construction of the existing Ring Road evidently was).

By the way, I have a horrible feeling the Ber Street underpass is about to make a comeback (remember, you read it here first). Another battle looming.

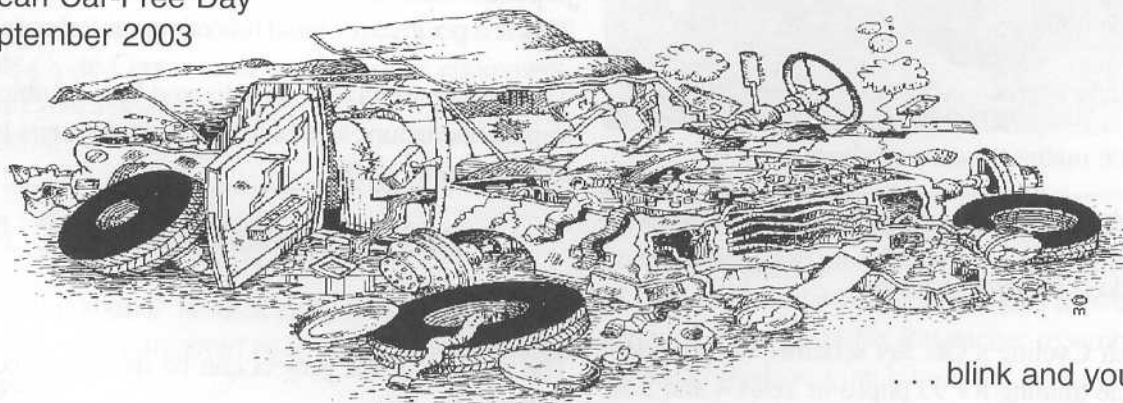
If we really are to have ring-and-loop, the least we can aim for is to have two-way (i.e. contraflow) cycling on all of the radial roads. Just like the good old days (sorry, I'm off again). Allowing this in St Giles would be a good start.



Two-way cycling along St Giles linking directly to Earlham Road and Unthank Road before the Grapes Hill gorge was cut.

P.S. The fiftieth edition of the Norwich Cycling Campaign Newsletter! Do you realise that that works out at an average of one issue every 95 days? And what is sad, I think I remember every one.

European Car-Free Day 22 September 2003



... blink and you'll miss it

Letter to the Editor

Dear Sir,

Have our councils gone mad? £6.7 million to be spent on widening the outer ring road (Evening News 7th Aug) and £110 million to be spent on a northern bypass (EDP 8th August). Both the city and county councils seem bent on road building schemes which will have a massive impact on the people of Norwich. Where do they propose to get this kind of money? - council tax payers beware - even with road pricing and/or developer contributions, which would mean massive industrial and shopping areas generating even more traffic to clog our roads, the bill is likely to end up with the taxpayer.

One percent of this amount spent on cycling would mean over £1,160,000 to build a decent network of cycle routes all over our city. Even less spent on promoting cycling would change the attitude that cycling is not a viable means of transport for getting to work/school/the shops etc. We must oppose these grand schemes and concentrate on many small local ideas to solve transport issues in our city, unless we want to end up with a ring of dual carriageways preventing cycle access to our countryside around Norwich. The answer is not to cater for ever increasing volumes of motor traffic with all the attendant congestion, health & climate change problems that they cause, but change our lifestyles to travel more sustainably. Please write to your councillors/MPs or the paper expressing your views.

Mr P Doff, Norwich

Hillside Cycling Project

Introduction

In the past few years the number of children at Hillside Avenue Primary School in Thorpe St Andrew has doubled to over 500. This is mainly due to the new housing at Dussindale. As a result, there has been a big increase in school traffic, which has caused congestion problems for parents and a serious nuisance for residents. Back in 2000, a group of parents, with the support of governors and Mr Clark, the head teacher, formed the Hillside Travel Group. The aims are to encourage more pupils and parents to walk and cycle and to reduce the traffic problems. The group produced a Travel Plan and this has been supported by Norfolk County Council through its Safer & Healthier Journeys programme.

In October 2002, the Group was awarded a £5,000 Cycling Project Fund grant from the Department for Transport for its 'Healthy Cycling for Fun' project. The Group agreed to provide the equivalent of £1,247 (20% of the grant) in volunteer time.

What we did

The proposal was for the following:

1. Cycle training
2. Cycling events
3. Cycle maintenance workshops
4. Cycle trailer loan scheme
5. Lockers for cycle helmets

Using British Cycling's Get Set scheme, we provided off-road cycle training for 93 pupils in Years 4 and 5 as part of the PE curriculum. Bikes and helmets were available for any children who did not have their own. In addition, we have resurrected the on-road Cycle Proficiency training for Year 6 pupils.

A series of cycling events to demonstrate the variety, fun and practicality of cycling were held. These included two Hillside Cycle Days when over 300 children brought their bicycles to school and took part in a range of fun cycling activities. Mike Burrows (local designer of the several record-breaking bikes) allowed the children to try out some of his latest machines. Year 6 children went mountain biking and we planned a Hillside Triathlon (eventually deferred to next year).

To ensure that the children's bikes were in a safe condition for the training, we have hired a local professional cycle mechanic, assisted by parent volunteers, to check bikes with the children prior to the Get Set course. If any defects were found, the child was given a note for his/her parents, explaining the defect. At the second session, more time was spent explaining basic maintenance techniques to the children. We don't expect or encourage 8-10 year olds to do their own repairs but we hope now they will be more able to spot problems and to ask for help.

Cycle trailer loan scheme. Three 'trailer bikes', one cycle trailer and one child seat have been purchased with the Cycle Project Fund grant. These have been loaned to parents who wish to cycle to school with their children. They are also encouraged to use them for other journeys. Currently three items are in regular use, transporting four children. This means three fewer cars visiting the school each day. That may not sound much but it amounts to around 200 fewer car trips per term. The demonstration effect of the trailer bikes is excellent and parents and children are enthusiastic.

Lockers for cycle helmets. Volunteers have installed 30 lockers at one end of the cycle shed for helmets and others cycling equipment. To obtain a locker key, the child must produce a cycle helmet. The scheme has proved very popular with children and all lockers are now allocated. This is a positive incentive to encourage helmet wearing.

These schemes have been delivered by a combination of trained instructors, school teachers, parents, residents and local authority staff.

Monitoring

The success of the project can be demonstrated by the following:

- The bike shed is now overflowing almost every day with around 50 children's bikes.
- The cycle trailers have already transferred around 300 trips from car to bicycle
- 93 children have or will receive Get Set cycle training
- The 30 cycle helmet lockers are fully allocated and are encouraging helmet wearing
- Almost all 500 children at the school have taken part in at least one cycling event.



Mike Burrows and Year 6

Trailer Bike on the School Run

Results

The Cycling Project and the overall Travel Plan have achieved some very positive results:

- Cycling has increased from 1% of pupils in 2001 to 12% in 2003;
- Pupils coming to school by car has decreased from 57% in 2001 to 51% in 2003;
- 25% fewer cars now pass the front of the school (Jan 2002-Jan 2003).

And More to Come.

During National Bike Week we learned that we had been awarded a second grant – this time for £12,000 – to continue and expand the project. This will go towards widening the path at the rear of the school (now too narrow for all the cyclists and pedestrians using it), more cycle parking, more trailer cycles and family cycling equipment, a Hillside Cycle Centre to store the various equipment and more cycle training activities. All to be completed by March 2004!

A Bit of Bike Culture

How does this sound? A week away in July, in glorious countryside, with a hundred or so like-minded cyclists for company.

This was Bike Culture Week - a holiday arranged by The Company of Cyclists (of Try Out Roadshow fame). We stayed in student accommodation at Rendcomb College, near Cirencester in the heart of the Cotswolds. We came in all shapes and sizes, ages and backgrounds, brought together by the enthusiasm of all things cycling.

As well as several rides each day over various distances, there were quizzes, videos, slideshows and talks. Not to mention a host of different pedal-powered machines to try out and a resident mechanic.

One of the participants was a qualified lifeguard who managed to get back to base early most days so the swimming pool could be used. It is amazing how much energy some people had after a day cycling (and walking)

Conclusion

The travel plan has taken a lot of time and effort by a lot of people. But Hillside has shown that local traffic problems can be tackled and cycling can be significantly increased. And it is popular. We have just completed an opinion survey of parents, residents, pupils and staff and 96 % voted in favour of the continuing and extending the plan. We want to do much more and we are now linking with St Williams' Way Primary School and Thorpe St Andrew High School to work on area-wide issues. We hope to produce lots of safe, independent and healthy young cyclists. Perhaps even future Norwich Cycling Campaign Members!

For more information see our website www.hillside-trav.org.uk.

David G Davies

Chair, Hillside School & Community Travel Group



Get Set cycle training - Year 5

up some very steep hills. Our own Mike Burrows was on the holiday and provided an entertaining demonstration of carbon-fibre moulding techniques as well as letting some of us loose on his Ratcatcher recumbent and the 8-Freight load carrying bike.

The week passed in a blur of pretty Cotswold villages, great tea shops, old friends and scary rides on an eight-seater 'Conference Bike' and other wonderful devices. We are already looking forward to next year.

Ian Maunders



Fun in the Cotswolds

A Look Back at Bike Week

Members of the campaign did a great job arranging and hosting a grand total of 13 events (not unlucky for Norwich) including a campaign to encourage Bike2Work initiatives by local employers. Here are reports of some of the events.

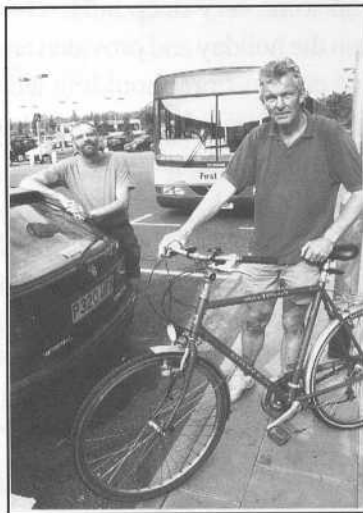
VIP Tour of Norwich - Approximately 30 people, including many new faces and a number of children, set off from the Forum for a tour of the cycle paths in Norwich taking in some of the landmarks of Norwich on the way. The tour covered off-road routes (Lakenham Way and Marriotts Way), new cycle facilities (such as over the friendship bridge) and familiar routes (Route 1 through King Street and Tombland) as well as some of the more difficult road junctions cyclists have to negotiate (across Bracondale from County Hall for example). The pace was slow and gentle and almost all participants found a new path to add to their more familiar routes - including the ride leader!

Rachael Wix

Commuter Challenge. This year we emphasised the health benefits of cycling and appropriately, the route was from Old Catton to the Norfolk and Norwich Hospital, a journey of almost 5 miles. Taking part were cyclist Dr. John Pilling, consultant radiologist at the hospital and campaign member; EDP reporter Tara Greaves undertook the journey by bus and Richard Bearman blew the dust of his car and stood in at the last minute as we were let down by the Radio Norfolk car - see below.

All left at 8.00am. John Pilling on his bike was the first to arrive, in 22 minutes, much to the surprise of the EDP photographer, who thought he would be able to take some pictures on the way! Richard arrived two minutes later (but parked illegally) and Tara's journey by bus took her 55 minutes.

The object of the exercise was to show that cycling is a viable means of travelling to the hospital and for Dr Pilling, who cycles there regularly, this was his usual journey time, combining reliability, predictability and, of course, healthy exercise. We also had a cycling paramedic lined-up to take part, but unfortunately he had to drop out due to work commitments - but look out for his talk advertised elsewhere in the newsletter.



Dr John Pilling (r) and Richard Bearman

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Challenge no. 2: Instead of joining in with the Cycling Campaign and the EDP as in the previous year - and without mentioning it to us - Radio Norfolk pinched our idea and ran their own commuter challenge: from Costessey Park and Ride to Norfolk Tower in Surrey Street. Details are sketchy, but apparently all three arrived at approximately the same time in this order: bus, car and bike. However the (reluctant and inexperienced) cyclist was made to wait until the bus had set off, then had to stop a couple of times on the way to contact the radio station on his mobile phone with progress reports!

Nicola Maunders

Wheel Your Way to Wymondham - A dozen cyclists wheeled their way out of Norwich via Cringleford and Kettering to take the country lanes to Wymondham. The Farmers Market was in full swing when we arrived and we split up to sample fare or take it easy with a cup of coffee before meeting again for the return leg. The return journey included an (intentional!) off-road stretch via Suckling Lane to pick up the newly resurfaced cycle path from Hethersett to Cringleford. The wheels were still turning after that stretch of 'shake, rattle and roll' and once on the Norwich boundary, we peeled off into our different routes back home.

Rachael Wix

Seaside Ride to Mundesley. Nine participants came together from three different meeting points to cycle by lanes and, eventually, beside the sea on this most enjoyable ride. On the outward journey we stopped for morning coffee at Wroxham Barns, then continued via Worstead (brief stop to view the church), Honing, Edingthorpe and Paston (another stop to view Stow Mill).



Stow Mill, Paston

photo: Mike Savage

At Mundesley we had lunch and spent some time gazing seaward before returning via Gimingham, Trunch, Felmingham, Little Hautbois (little high wood?) and Coltishall. What lovely views on this homeward stretch. From one point in the Skeyton area (36m above sea level) we could see 6 miles westwards across to the next high point, Oulton (47m high). It made me think how lucky we are in Norfolk to have such lovely countryside available, perfect for cycling.

Phyll Hardie

Schools VIPride. 30 plus pupils from 3 middle schools and one high school set off at similar times during the morning, each following a carefully selected route and escorted by Campaign members, to arrive at City Hall by noon. The Lord Mayor, having cycled in from Mile Cross middle school, then changed into his finery to give a short speech of welcome and thank to all the supporting adults, teachers, school assistants, parents and friends roped in for the day! I think all who took part had a good time, the pupils were very well behaved, and it didn't even rain on us.

Whether we repeat the excercise in future years or not, some vital lessons have been learned about cycling routes to/from those particular schools, risk assessments and the complexity of organising a co-ordinated arrival, and not least getting a larger room for lunch! Many thanks to all those who took part in any way.

Richard Bearman



Meeting the Lord Mayor of Norwich

Photo: Graham Bergin

The **Bicycle Biriani** was more popular than ever this year. Over thirty cyclists enjoyed a delightful early evening ride through the lanes before returning to The Greenhouse where other members joined us for a delicious Biriani meal.

Snowball Pedalling Picnic. Early morning rain may have put off some people, but when the seven rides set off the weather was dry. By the time we reached Whitlingham Country Park the sun was shining and our numbers had swollen to almost 100 riders. It really was a fantastic sight to see so many cyclists in one group. It was also good to see so many children out on bikes - a great time was had by all.

Ian Maunders



Over 90 cyclists converge at Martineau Lane

Photo Sue Bergin

Thanks again to everybody who helped and/or took part in the Bike Week events - well done all of you.

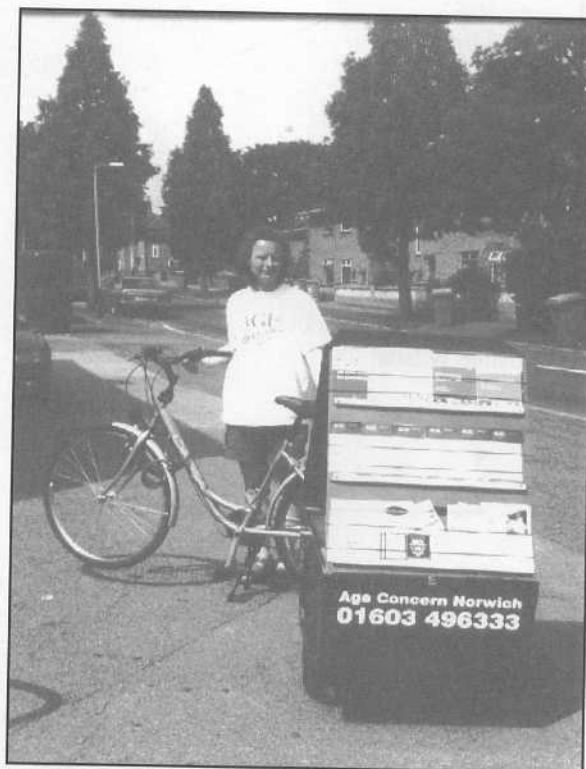
Another First for Norwich

In June this year, Age Concern Norwich launched its new Outreach project - with a difference - a gold bicycle with a blue trailer. Norwich Cycling Campaign Coordinator Nicola Maunders successfully applied for the job of Bicycle Outreach Information Officer. Nicola rides around Norwich towing the trailer and setting up its internal display board at various locations, such as local shopping centres, sheltered housing venues, luncheon and social clubs, housing offices and health centres.

Kate Platt, Information and Advice Manager at Age Concern Norwich (and a cyclist herself) came up with the original idea and obtained grants from Awards for All and Ipswich & Norwich Co-op Community Dividend Fund. As a result, a secondhand trailer was bought which was then resprayed and lettered. The local branch of REMAP constructed a display board to fit inside the trailer and then a new bicycle was purchased.

Many older people find it difficult to visit the advice office in the city centre, but now they have the opportunity to speak to Nicola in person about their concerns and also to take home some of the wide range of information leaflets that are carried in her trailer.

Nicola says the service has proved very popular and she has already made several return visits to some locations.



If you would like further information on this project, contact Nicola Maunders or Kate Platt on 01603 496333 or

k.platt@acnorwich.demon.co.uk

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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

Last Summer Evening Ride 2003

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.*

Plus

Monthly meetings as below:

Thursday 18 September, 7.30pm
United Reformed Church, Princes Street, Norwich

Thursday 16 October, 7.30pm
The Greenhouse, Bethel Street, Norwich
Talk by Cycling Paramedic

Thursday 20 November, 7.30pm
United Reformed Church, Princes Street, Norwich

Thursday, 18 December, 7.30pm
The Greenhouse, Bethel Street, Norwich
AGM

Welcome to the following new members who have joined recently:

John Loveday	Margaret Quigley
Michael Wilder	Roger Jacomb
Michael Selway	Gabriel Chong
Alison Wright	Tony Albrecht
Shirley Keeble	Michelle Gilroy
Deborah Clarke	Chris Brown

Deadline for the next Newsletter is Friday 14 November