

# NORWICH CYCLING CAMPAIGN

## Newsletter Number 52

March - May 2004

£1.00 where sold - free to members

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

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



*Bike Week this year is 12 - 20 June and once again Norwich Cycling Campaign is planning a variety of events to encourage people of all ages, shapes and sizes to get out on their bikes and discover just how good cycling is; whether for work, school, shopping, or simply pure pleasure. Cheap, fun and healthy exercise all rolled into one. More convenient and usually quicker than the car or bus for local journeys - and don't forget: cakes taste twice as good when you've cycled for them!*

## HELP REQUIRED!

**B**ike Buddy Scheme - Snowball Picnic Ride Leaders and Backmarkers - Publicity - Working with Employers - Ride leaders. These are some of the things that would benefit from a little extra help during the the run-up to Bike Week as well as during the week itself. If you can spare some time and would like to get involved - please contact our Bike Week co-ordinator, Rachel Wix or any of the committee members listed on the back page. Alternatively you can leave a message on the campaign phone: 07812 904652. We look forward to hearing from you.

Also planned: "Are You Sitting Comfortably?" sessions. Often we see people riding around on bikes that have not been adjusted to fit the rider, making it look like hard work. Is there anyone who would like to help set-up and re-adjust bikes for these people?

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## SOREN'S CYCLES

EST. 1994

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*Fully assembled cycles*

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## HOTLINES

### *Smoky Vehicles*

Note vehicle details, date, place and  
time seen and telephone DVLA on  
**0870 6060440**

### *Abandoned Vehicles*

Norwich City Council  
Take details of the exact location,  
make, model, colour and registration  
number and ring  
**Norwich (01603) 212329**

### **HAVE YOU COME ACROSS A PROBLEM ON A CYCLE PATH?**

*Don't ignore it - Please report it to:*

**CityCare helpdesk on 0845 6502045**  
please note: corrected number

## CYCLE-CODING

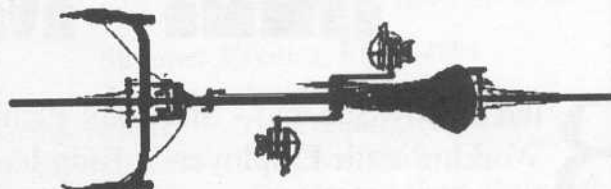
South East Norwich Neighbourhood  
Wardens offer a coding service and  
have already coded over 120 cycles  
and distributed free locks as part of  
their initiative to reduce cycle theft in  
South East Norwich.

If you would like your cycle(s) coded,  
then ring the Warden Call Centre  
number 01603 666755 and ask for a  
warden to contact you to make an  
appointment.

## USEFUL WEBSITES

[www.waytogo.org.uk](http://www.waytogo.org.uk)  
(environmental transport campaign)  
[www.cyclehelmets.org](http://www.cyclehelmets.org)  
[www.nationalcyclingstrategy.org.uk](http://www.nationalcyclingstrategy.org.uk)  
[www.whycycle.co.uk](http://www.whycycle.co.uk)  
(impartial advice for new and potential uk cyclists)

## OFFICIAL DISTRIBUTORS OF DAWES CYCLES & BROMPTON FOLDING CYCLES



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Proprietor: Steve Holland

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CINELLI, AMBROSIO, MKS, SAPIM, BUSCH & MULLER, DT,  
CARNAC, POLARIS, AXA, ASENTER, VITTORIA, SQUIRE,  
NOKIAN, TOPEAK, SIDI, TIME, FREESTYLE, NIMROD,  
ALTURA, MET, HAMAX, VREDESTEIN, HOPE, ZEFAL,  
SAN MARCO, SELLE ITALIA, DIA COMPE and many more lines

**TEL/FAX: 01603 665668**  
**OPEN: 8.30am—6.00pm**  
**E-mail: [specycle@lineone.net](mailto:specycle@lineone.net)**  
**[www.specycle.co.uk](http://www.specycle.co.uk)**

## WHITLINGHAM LANE

Gravel extraction at Whitlingham Lane Great Broad has now finished. The temporary earth dam has been removed and work on the banks should be finished by the summer. Many people visited the broad last summer and it is certain that numbers will continue to increase in the future. There is no longer any excuse for the appalling condition of Whitlingham Lane. The surface is fine as far as the car park but beyond that, the lane is deeply pot holed and there are no proper passing places. If you are cycling out of Norwich along what is actually Sustrans Route 1, don't be tempted to give your wheels a quick wash in a puddle: it may be four or five inches deep and you may find yourself airborne, wishing you had bought that helmet!



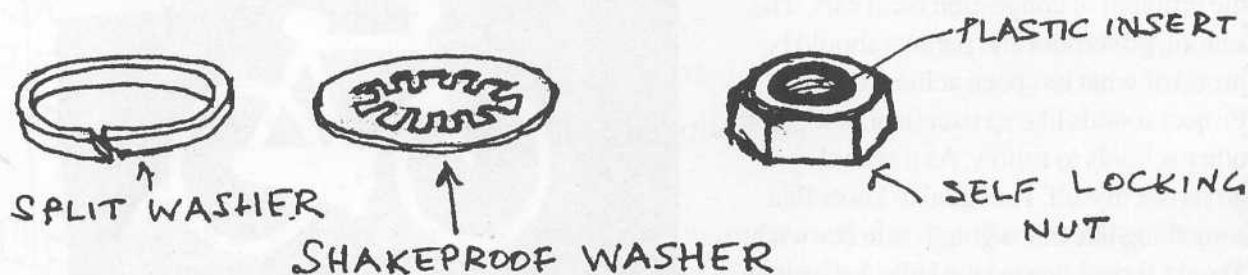
Top: Whitlingham Great Broad

Bottom: Riverside along Whitlingham Lane

On the subject of helmets, the MP for Carlisle has introduced a private members' bill making helmets compulsory for cyclists under 16. This was discussed at the last Campaign meeting and the feeling was very much against such a law. Opinions of course vary on this subject, I feel that a helmet is essential for off road cycling – it's easy at speed to underestimate the depth of a hole or the height of a bump!

## TECHNO TIPS

Many people have asked me why things are always working loose on bicycles, why doesn't this happen on cars? Well, it's just a question of engineering. Engineers go to great lengths to make it virtually impossible for any part of a car's braking or suspension systems to work loose. Although things have improved in recent years, bicycle engineers haven't been so thorough! Accessories such as rear carriers, chainguards, mudguards, lights etc. are particularly vulnerable especially when fitted to tapered frame tubes or fork blades. A well-engineered cycle will have bosses welded to the frame for this purpose – but that's unusual. A simple way to reduce the problem is to fit the shakeproof washers in addition to the existing plain ones. It is also a good idea, in important places, to fit self-locking nuts (see diagram).



**THE WASHERS MUST BE THE CORRECT SIZE. THE SELF-LOCKING NUTS MUST BE THE CORRECT SIZE AND THREAD.**



# Chairman's Chat . . .

by Jeff Jordan

I was pleased to be elected Chair of the Campaign in December, as NCC is such a welcoming and open group. There are so many resourceful and talented people in the organisation and on the committee, keen to develop so many initiatives.

All of us on the Committee appreciate the great contribution Phyll Hardie has made during the past 5 years as Chair. Locally and nationally she has achieved much, as a member of the steering group of the national CCN, leading Come And Try It rides, and her involvement in health and other initiatives too numerous to mention, with Bob's support. Phyll continues as a committee member and is already showing her continued commitment to cycling, having just completed a four-day course and qualified as a cycling trainer. I cannot compete with Phyll's depth of knowledge and experience, but with so many able people in the CCN I feel sure we will achieve much this year.

One aspect we continue to focus on is to find out what it takes for people to take up or return to cycling. Almost everyone can ride a bike and so many people have a bike, but choose not to use it for everyday travel. We need to continue to get in touch with these people and find out what would bring them back to cycling.

A recent magazine article reported that more children cycle than take part in any other physical activity. If this can be continued as they grow older then this could mean a huge increase, and we all know that more bikes on the roads means safer cycling and more pressure to improve facilities.

I am also keen on encouraging Councils and employers putting into practice a commitment to cycling, and Christine Wilson and I are holding a meeting for County Hall staff to pursue this. Tim Jarvis, County Cycling Officer will be attending, and we hope that people will come to the meeting with ideas for improved facilities and incentives for cycling on Thursday 4<sup>th</sup> March in the Colman room at lunchtime. If there is enough interest for a Bike User Group, this will continue the pressure for improvements. *Any NCC members please come along!*

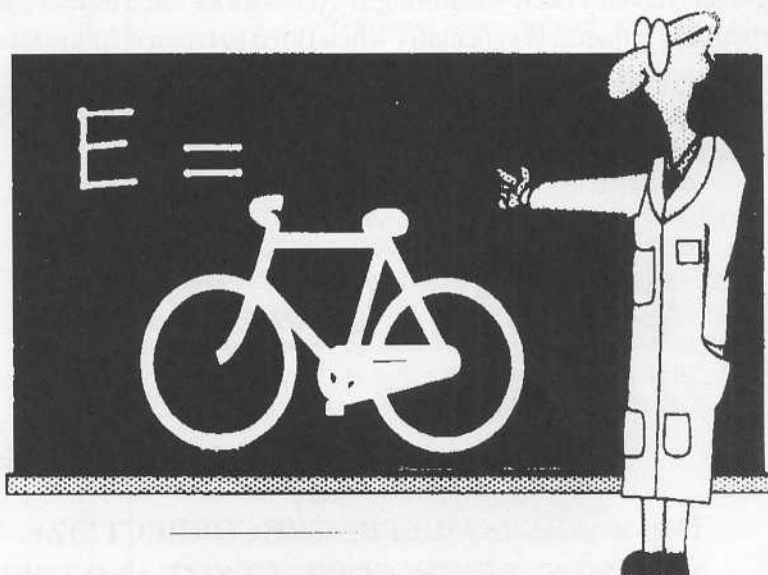
Having had 2 locked bikes stolen in the last 2 months I am particularly keen on security measures!

I look forward to the rest of the year as Chair of NCC, and hope we will achieve much and have fun on the way. For me cycling is about enjoyment and freedom, and feeling young, speeding along the road!

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## Letter to the Editor

What an inspiring article about the Hillside Cycling Project! Wouldn't it be wonderful if more schools were determined to address the problem of congestion from cars. The school, governors and parents should be proud of what has been achieved. Their Project sounds like an excellent model for other schools to follow. As a school governor myself, I am glad to know that something like this is going on in Norwich. Thanks for publicising the Hillside Cycling Project.



## Campaign Corner

*Lloyds TSB Bank, Unthank Road.*

*Thank you to all those who took part in our campaign for cycle-parking outside Lloyds TSB in Unthank Road. We have been informed that some form of secure cycle stand for the forecourt is in the pipeline. However, if you hold an account with Lloyds TSB, please do continue to request this as the said stand has not, as yet, made an appearance!*

### Police on Bikes

Our next campaign is to promote police on bikes in Norwich. An ambitious target, I know, but not unachievable. Police forces in other parts of the country (including the Metropolitan and City of London) have been using bikes for some time and found the following:

- improved response times to incidents
- seen by the public as more approachable
- an even "fitter" force
- a reduction in cost - although a fully kitted-out officer with bicycle is not cheap, this is significantly less than the cost of running a patrol car. The sums have already been done by other forces.

Please write to: The Commissioner of Police, Norfolk Constabulary Police HQ, Jubilee House, Falconers Chase, Wymondham, Norfolk NR18.

Suggestions for future topics are welcomed. Please e-mail to [info@norwichcycling.fsnet.co.uk](mailto:info@norwichcycling.fsnet.co.uk) or telephone 07812 904652.

## Special Public Open Meeting

Thursday 18 March, 7.30pm  
at The Greenhouse, Bethel Street

Topic:

### How to set up a successful Bicycle User Group (BUG)

*Is there one where you work?*

*What do they do?*

*How do they operate?*

*How can you start one?*

These are some of the questions we hope will be answered during the evening.

There will be experienced BUG co-ordinators on hand to offer advice and encouragement.

Refreshments available from the Greenhouse café/bar.

# Mere Merriment from Matthew

## Cue inane grin

Astute readers of this quarterly missive will at once have noticed a subtle but perhaps significant change in the regular title line. Seeing as it's the first newsletter of the year, you are to receive the full benefit of Matthew's New Year's Resolution. It is – to put away those melancholic mutterings of doom and despondency, constantly bemoaning the passing of long-past golden days, and instead to bring forth fulsome optimism and positive prose proclaiming how we've never had it so good as smiley happy pedalling people.

I assure you it only needs an occasional appearance of the sun, a lifting up of the eyes and a daily dose of Prozac, and suddenly everything looks more rosy (oh, I forgot to include mention of the tinted spectacles). "Why not talk things up a bit, Matthew, and make people feel better for a change?" was put to me in my gloomy stupor at the pre-Christmas do. I ruminated for the festive season, fortified by my egg-cup of Guinness, and at the turn of the year dutifully resolved to focus henceforth on positive presentation. After all, I said to myself, what could be more appropriate for cyclists than a bit of spin?

## A noble and illustrious record

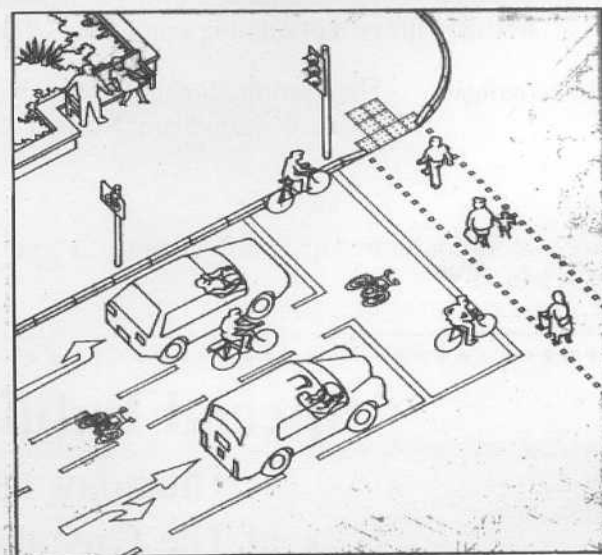
Ladies and gentlemen of the Campaign, it is time to take stock. In this continuing war for hearts and minds in our fair city of Norwich, it is as well to pause for a moment to remember some of the triumphant battles of the past. In so reminding ourselves of but a few of the glorious achievements of old, we will be better equipped to muster ourselves for the challenges that lie ahead.

I wouldn't for a moment wish to suggest that *none* of the following would have happened without the efforts of Norwich Cycling Campaign, but I do know that at least *some* of these advances are indeed all our own doing. I'm talking of lasting benefits that are enjoyed by countless citizens, most of whom remain oblivious to the effort and sacrifice made by cycle campaigners at the time.

Think big, and you think of Marriott's Way and Lakenham Way, veritable cycling motorways carving their way out from the congested city centre. They didn't happen by accident. And in a similar category lie even bigger engineering projects that mercifully didn't even start carving, thank goodness. I refer to the Inner Ring Road Phase 3 scheme that would have been dual

carriagewayed, clearing all in its path, in a direct line from Queens Road to Carrow Road - had we not joined with other organisations and stopped it at a public inquiry.

Leave aside for a moment the grand schemes and consider those small but vital things... little tweaks and improvements that make all the difference and (once in a while) cause the heart of the habitual cycle commuter to leap for joy. The gap in the railings of Duke Street Roundabout, the flush drain covers along Unthank Road, the smoothed dropped kerb at Shipstone Road, the feeder lane to the red box on Convent Road. Even the unexpected removal of the awkward A-frame gateways at each end of Marston Lane – suddenly no more daily bruising to the skull as you sail through, a joy indeed!



Cycle-friendly infrastructure

And then the in-between things, which must include those 'useful links' that take such vision and passionate chivvying over years to achieve. The earliest success was the Grove Road to Newmarket Road cycle crossing, and later came another at Colegate/Duke Street, Agricultural Hall Plain (since revised), the Westwick Street contraflow, the Forum link and (in the bag but yet to be built) the re-establishment of the centuries-old West Pottergate link.

Continuing on a theme of curate's eggs, it may be noted that the availability of cycle parking in the city centre and elsewhere is now a lot better than it could have been, thanks in no small part to our organisation. Old comrades still tell tales of tough battles fought for the cycle stands outside City Hall, outside Castle Mall and at the Airport.



And we're philosophers too. Some schemes have become tests at the conceptual level beyond just an earthy battle for better tangible facilities. Winning the right to cycle southbound in the bus lane on Magdalen Street took precisely 12½ years to achieve (that's an eighth of a century), but we won through in the end. We have so far prevailed in legally keeping motorcycles out of bus lanes. Bits of the Newmarket Road route, not forgetting the notorious Brunswick Road junction, has been the subject of many an ideological discussion with transport planners over many years, and generally we have got what was needed. And the operation of a deliberately informal contraflow cycling on St John Maddermarket, very dear to my heart, is in the writer's opinion a truly civilising influence on all who pass that way.

It is of course contrary to this new wholesome outlook of mine to list those several things that others might refer to as 'failures'. They are merely battles we have not yet won.

## An angel in disguise

We can rejoice that what little remains of the entity known as a 'cycling officer' at City Hall takes the form of Tim Mellors (or rather a quarter of him, known as 'lors'). And he was sufficiently confident of our common sense and usefulness to have recently invited Norwich Cycling Campaign to assist in the development of a new bit of signed cycle route. The idea is to assist cyclists coming from the Spixworth Road/St Clement's Hill area to Magdalen Street, and evidently there are funds in excess of thirty-five shillings to spend. Or perhaps £15,000 to be precise. Interested members of the Campaign duly met on site on two separate occasions in January (both bracingly free from any danger of heatstroke), and heart-warming agreement was reached that the bulk of the money should be spent on adapting the markings at the Angel Road/Waterloo Road junction to make things clearer for inbound bike users connecting across to Shipstone Road and thence towards Edward Street.



*Pow-Wow on site at Angel Road/Waterloo Road*



*How it used to look 100 years ago*

This new approach to consultation is very welcome.

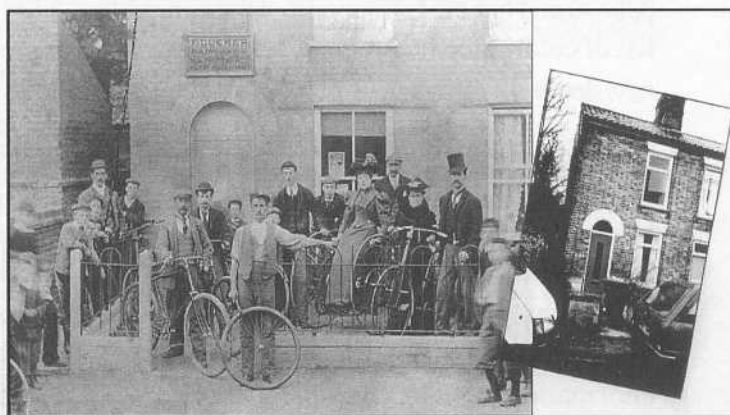
## The future is bright

Little by little, some of the favoured suburban cycle routes are being rescued from over-hasty drivers by sensible traffic calming. In some cases the measures have also been known to slow reckless cyclists. The next streets to benefit are in the Lakenham area, including Cecil Road, Trafford Road and Grove Walk. We're slightly less sure about proposals for a 'Home Zone' on Cavell Road (which somehow seek to accommodate buses!) but will watch this one carefully, always seeking to look on the bright side, of course.

What could be more cheerful than a winding ride through the cemetery in the dark? Never ones to spoil peoples' enjoyment, we have avoided a show of public curmudgeoness over the City Council's jolly plan, but have instead made some positive suggestions for 'ghost' cycle lanes on Earlham Road for those whisp-like people who prefer to take the direct route to the university.

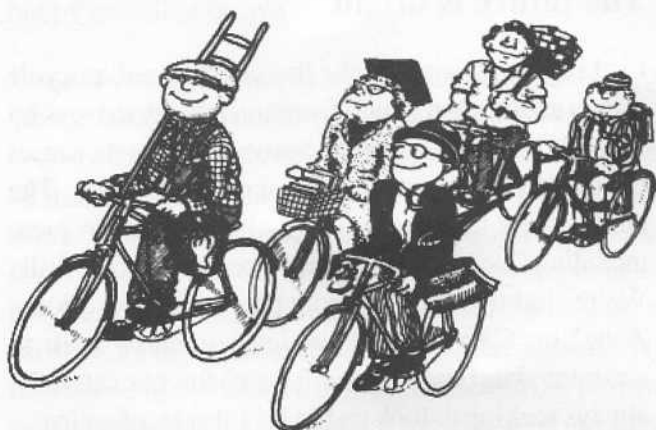
## The milk of human kindness

Anyone who liked cramming so many bikes in his front garden must have been a nice man, as you can see in this edition's old photo. It was Mr Ducker outside his



dairy in Alexandra Road, and the picture dates from 1896, not long after 'normal' safety bikes were invented. In researching the history, I found the very same house still standing there, much more anonymously now at the end of the terrace, and seemingly shrunken behind the parked cars lining the narrow street.

I explained in the last Newsletter my fascination with Norwich street scenes of a century ago, and what those pictures can help to tell us about transport needs and the importance of bicycles to a civilised city. Repopulating our barren streets with people on bikes is a social priority. I'm sure we can match those old sepia images with modern views in full lively colour.



*And a warning for those who were thinking of riding down the wheeling ramp behind The Forum ... they've recently installed THE LAST POST.*

## A brief round-up of the AGM

**T**he AGM of Norwich Cycling Campaign was held on 18 December 2003. Thanks to all those who came along and took part and enjoyed the social gathering, food and drink which followed the formal part of the evening.

A vote of thanks was given to Phyll Hardie, who decided to stand down after serving 5 years as chair of the campaign. Phyll is remaining on the committee where she will continue to work hard for cyclists in and around Norwich. Jeff Jordan has taken over as chairman (see page 4) and has the full support of the committee. A full list of committee members is on the back page of the newsletter.

Ian Mold reported an increase of 18% in membership from 2002 and we hope to maintain a steady rise this year.

Treasurer Richard Bearman assured us that the campaign's finances are healthy and we will be able to spend some money publicising our events throughout the year, with special emphasis on Bike Week. (A sub-group has been formed to collate ideas for this.)

Matthew Williams, Consultations Officer, had a very busy year and had been involved in 36 cycling-related issues during 2003, e.g. amendments to road layouts and new proposals and signing.

***"Take an unwanted bike lying in the UK, ship it to a country where it is really needed and teach the local people the skills to fix and maintain it."***

This is the philosophy of **Re-Cycle**, who collect second-hand bikes and parts in the UK and ship them to developing countries. If you would like to help them or make a donation, or if you would like more information, contact Merlin, Tel. 0845 4580854 Mobile: 07970 731530, or e-mail: [info@re-cycle.org](mailto:info@re-cycle.org)



# Local Authority Performance on Cycling

Report by the English Regions Cycling Development Team

(with Phyll's added comments in italics and brackets)

## How did Norfolk Perform?

This summary begins by identifying the favourable characteristics of the county, which have resulted in levels of cycle use well above the national average in all of Norfolk's urban areas – 9 per cent in Norwich, 14 per cent in King's Lynn and 6 per cent in Great Yarmouth (2 per cent nationally). Norfolk has been a pioneer; its Quiet Lanes project, traffic calming initiatives and cycle network strategies promoting on-road cycling.

However, there has been a recent slow down in progress and delivery. Political and senior management support for cycling is no longer what it was (*not since the latest change in County Council party majority*) with politicians seemingly reluctant to implement transport schemes that involve traffic restraint, reallocation of road space or speed management (*in short, anything that might be construed as 'anti-car'*).

### Assessment against Key Criteria

**Local Transport Plan / Cycling Strategy** The LTP includes recognition of cycling as part of the transportation mix, with provision for utility trips within urban strategies and the recognition of the role of cycle tourism. Safe Routes to School appears strongly, while the County's Cycling Strategy document includes the development of networks in all of Norfolk's market towns. However, the implementation of these commendable principles is somewhat thin on the ground.

**Annual Progress Report** Lack of reporting on progress, reductions in budget allocations / re-allocations and spending, and not using cycle audit, has resulted in a poor APR score for Norfolk. There are however encouraging signs that commitment to cycling is improving (*Oh yeah?*).

**Council Commitment** In the '90s there was commitment allowing the modal share to reach its present high level. But this has waned over recent years. There have been surprising incidences where schemes or initiatives have been lost due to political and management lack of support. There has been disappointment over a number of issues where the County Council has backed down on its commitment for fear of being seen as anti-car.

**Infrastructure** Again provision has been good in the past, and we have examples of off-road shared use schemes such as Marriott's Way, the Catton-Spixworth

Track and Sandringham Railway Path. The new Riverside development has also achieved much to increase the bike friendliness and access opportunities of the area. But much more could be done to improve access to / from such sites, while details such as provision of dropped kerbs and priority over side roads and minor entrances still need attention. Over the last three years there has been reluctance to introduce traffic calming measures, even outside schools, making cost-effective, best practice, on-road provision more difficult to achieve.

**Cyclist Training** Some 19 per cent of primary school children are trained on Local Authority courses structured in line with good practice. Instructors are volunteers, reported to be experienced cyclists. The introduction of an effective training scheme for secondary school students would improve the LA's score on this criterion. (*So would an effective scheme of adult cyclist training; some authorities have them, why not Norfolk?*)

**Cycling Promotion** Cycle tourism is (*apparently*) quite well promoted, although the Road Safety message tends to concentrate on the dangers of cycling rather than its (*health and fitness*) benefits. The Council generally is keen to support Bike Week and related events. Maps and guides are mostly of good standard and reasonably widely available, and have been updated recently.

**Stakeholder Engagement** A commendable structure for consultation and regular meetings is available at county and district level (*ie the various Cycle Forums*). However, actions and outcomes can be less than successful depending on resources, internal policies and best practice application. An example is consultation for Norwich's Prince of Wales Road scheme which has not resulted in cyclists having an easy ride (*particularly when accessing the city from the east*).

**Wider Engagement** The County's clear political and programme priority is now the £110 million Northern Distributor Road for Norwich, a major scheme. This could be combined with a complementary scheme to improve the Norwich cycle network (*but will they even think about it?*). There remain problems of staffing and priorities, with some senior staff and politicians not fully convinced of the value of promoting cycling.

**Planning for Cycling** Work on Market towns is progressing, with some good network strategies and proposals, though funding and programme priorities are likely to hinder this. Recommendations to review the balance of mode priorities in market towns have been received with some scepticism.

**Targets and Monitoring** Targets are adequate, contributing to national aspirations, though currently under review. New targets appear to be less challenging, though it is hoped the National Cycling Strategy aligned target will continue.

Recommendations to the Local Authority  
*(something which perhaps Norwich Cycling Campaign can use as a basis for its campaigning activities)*

- Allocate more staff time to developing and delivering the cycling programme

- Accelerate the identified programme of cycle routes

- Allocate resources to apply cycle audits

- Raise member, management and planning / engineering staff cycle awareness and knowledge of best practice

- Include bicycle-friendly infrastructure as standard in all traffic management initiatives, eg to include ASLs, contra-flows and exemptions from traffic access or movement bans

- Review town centre pedestrian areas to see whether cyclists may be allowed lawful access and passage, particularly at morning and evening peak hours, to facilitate travel to work and school

- Improve cycle parking provision and guidance, make bike parking available to a wider range of premises and locations

- Review development control guidelines and good practice guide to include current best practice

- Ensure new development includes contributions to wider network improvement

- Authority should lead by example more, including commitment to its own travel plan elements

- Improve consultation arrangements and involvement of cycling groups

- Authority should set more stretching cycle training targets. It should investigate how other authorities have introduced best practice, including advanced training at secondary schools and how school training can be closely linked to Safe Routes

- Review maintenance aspects of cycle networks, including off-road paths.

*Report dated November 2003 summarised by Phyll Hardie*

## King Street Festival...

**Saturday 1 May 2004**

Once again, Norwich Cycling Campaign will be having a stall at this popular venue, so pop along and see us, have a chat and join in the fun!

*The King Street Festival has established itself as one of the most vibrant street festivals in Norwich. Attended by over 35,000 visitors, King Street comes alive with music, art and entertainment, plus lots of interesting stalls and displays.*



**KING  
STREET  
FESTIVAL**



## *Dragon Day Ride* *Saturday 24th April*



Meet from 9am onwards at Dragon Hall, King Street, with a send off at 10am.

Ride to the Green Dragon PH, Wymondham, where activities will be taking place in the Market Square, including a Dragon Parade and Best-Dressed Knight competition.

*Red & white/dragon dress is optional!*  
*Sponsorship for Dragon Hall if desired.*

Details: Phyll Hardie 01603 435547

Dragon Day is part of a programme of events for the St George's celebrations in Wymondham, which this year will commence with an English Wine festival at Central Hall, Wymondham on the Friday night (St George's Day itself - 23 April) and end with a George and Dragon puppet show on the Sunday afternoon.

### ***Interested in leading a bike ride?***

Phyll Hardie is holding a FREE leader training session on Saturday 13 March. Meet at the bus bay, Sainsburys, Pound Lane, Thorpe at 10 am.

**Ring 01603 435547 for further details.**

## **NORWICH 50 & 100**

***Sunday 13 June 2004***

Sponsored by British Heart Foundation and supported by Norwich Area Tourism Agency.



Riders can opt for a 50 or 100 mile route around Norfolk. Aimed at both the experienced and amateur cyclist, entrants can choose their own time band to complete the ride at their own pace. The route will be fully signed and marshalled, together with mechanics, first aid and pick up vehicles along the way. The first riders will leave from outside City Hall in Norwich at approx 7am. For the first time in its 12-year history, the ride will finish in Norwich Cathedral Close where participants will be greeted with certificates, medals, refreshments and music.

For entry forms contact Bike Events on 08707 558519



## Contacts

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



Website

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

E-mail

[info@norwichcycling.fsnet.co.uk](mailto:info@norwichcycling.fsnet.co.uk)

Discussion Group

[norwichcycling@yahoogroups.com](mailto:norwichcycling@yahoogroups.com)

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### Membership Secretary/Webmaster

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### Co-ordinator

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### Consultations Officer

Matthew Williams	503824
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### Press Officer

Sue Bergin	765745
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Nigel Howard	502188
Christine Wilson	451015
Rachel Wix	617505

### Norwich City Council Cycling Officer

Tim Mellors	212538
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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

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

Starting 10.30am at Harford Manor School

Sunday, 4th April

Sunday, 16th May

Sunday 20th June

(Joining the Snowball Pedalling Picnic)

For further details please telephone Rob Conway

01603 504762

### CATI (Come And Try It) Rides

Easter Monday, 12 April: Meet 11am at Thorpe End village green (by bus stop) for day ride to Reedham.

Pub lunch. Leader: Phyll

Saturday, 24 April: Dragon Ride: Meet 10 am at Dragon Hall, King Street. Wymondham for lunch.

Leader: Phyll

Saturday, 8 May: Meet 2.30pm at Thorpe End village green (bus stop) for ride in Wroxham area.

Leaders: Janet and Malcolm

Saturday, 22 May: Meet 2.30pm at County Hall roundabout for ride to south of Norwich.

Leader: Phyll

Saturday, 5 June: Meet 2.30pm at Thorpe End village green for ride to Ranworth.

Leaders: Janet and Malcolm

*Note: all afternoon rides have a tea stop. For further details please ring Phyll: Norwich 435547*

### Summer Evening Rides 2004

*Meet for a meal or just a drink:*

Tuesday 18 May: The Chequers, Hainford

Tuesday 15 June: The Cock, Barford

Tuesday 20 July: The Queen's Head, Hethersett

Tuesday 17 August: The White Horse, Crostwick

Tuesday 21 Sept: The Parson Woodforde, Weston Longville

*We aim to be at the pub between 7 and 7.30pm.*

*Either meet there or join us on a ride from Norwich. It would be helpful if you could phone if you are definitely coming as we will book a table. Ring Martin on 01603 897738.*

### Public Open Meeting

at The Greenhouse, Bethel Street

Thursday 18 March, 7.30pm

How to start a successful Bicycle User Group(BUG)

*see page 5*

### Plus monthly members meetings

held at Saunders & Senior

2 Tombland Alley, off Princes Street, at 7.30pm

Next meetings: 15 April, 20 May

**Deadline for the next Newsletter is Monday 10 May**