

# NORWICH CYCLING CAMPAIGN

## Newsletter Number 53

June - August 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.

## HEALTH and EFFICIENCY?

### 1: "AT LEAST FIVE A WEEK"

This is the snappy title of a report published at the end of April by the Chief Medical Officer for England, Dr. Liam Donaldson. The title comes from the recommendation it makes that adults should undertake at least 30 minutes of moderate intensity physical activity on five or more days a week. "Adults who are physically active reduce their risk of developing major chronic diseases, such as heart disease, stroke and type 2 diabetes, by up to 50 per cent and the risk of early death by 20-30 per cent. This report must be the wake-up call that changes attitudes to active lifestyles in every household."

Some energy expenditure levels are shown in the panel on the right.

### 2: GOOD NEWS FOR NORWICH

Apparently Norwich is one of 17 European cities, including Venice, Toulouse and Stuttgart, which have been selected to take part in a multi-million euro pilot scheme to ease congestion and pollution. This is part of the EU's Civitas II programme and is due to begin next January. The aims of the project are to encourage people to leave their cars at home in favour of more environmentally-friendly forms of transport - such as walking, cycling or public transport. (Sounds familiar?) Proposals for Norwich include better integration between rail, coach, bus, cycling and walking, better public transport facilities and improved travel information. The funding available will also mean more buses and commercial vehicles running on biofuel and the introduction of low-emission zones to encourage the use of "clean" vehicles.

Maybe, just maybe, this country is beginning to wake up. (Ed.)

### Energy expenditure for common physical activities

Activity	Intensity	Energy used*
Ironing	Light	69
Cleaning/dusting	Light	75
Walking-strolling at 2mph	Light	75
Painting & decorating	Moderate	90
Walking at 3mph	Moderate	99
Hoovering	Moderate	105
Golf	Moderate	129
Badminton	Moderate	135
Tennis (doubles)	Moderate	150
Walking-brisk, at 4mph	Moderate	150
Mowing Lawn	Moderate	165
Cycling (10-12mph)	Moderate	180
Aerobic dancing	Vigorous	195
Cycling (12-14mph)	Vigorous	240
Swimming (slow crawl)	Vigorous	240
Tennis (singles)	Vigorous	240
Running (10mins/mile)	Vigorous	300
Running (8.5mins/mile)	Vigorous	345
Running (7.5mins/mile)	Vigorous	405

\*Energy expenditure(Kcal) for 30 minutes activity for a person weighing 60kg

Source: CMO report

Full details  
of our  
Bike Week  
Events  
inside



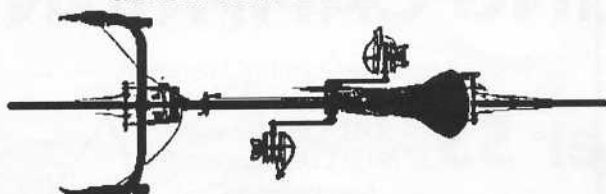
www.bikeweek.org.uk

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## CYCLE RECYCLE MOTHBALLED BUT STILL RECYCLING.

Having been unable to obtain product liability insurance for doing cycle repairs and the sale of used cycles, Nigel will probably be forming a Ltd. Co. by Sept. Meanwhile he has started Dr. Bike sessions at UEA, featuring "Are you sitting comfortably" of course. These will continue until the end of Bike Week on Wednesdays or Thursdays (lunchtimes) (except May 20th and June 3rd); these sessions are covered by the Bike Week Public Liability Insurance.

CYCLE RECYCLE IS STILL ACCEPTING DONATIONS OF ADULT CYCLES at Upton Road. Nigel will collect for FREE if there are at least two bikes (just one attracts a collection charge of £5)

SORRY but we cannot except any more children's bikes (except 20" wheel mountain bikes, which will mostly be forwarded to Africa via the RECYCLE scheme \*\*)

### STOP PRESS.

1. Dr. BIKE at the N and N hospital. Probably 16th or 17th June \*\*

2. HALFORDS bike servicing scheme\*\*. This sounds almost too good to be true: for £10/annum you get free labour to maintain your bike (incl. annual service); you just pay for parts. Used bikes have to be checked by Halfords before acceptance (you may have to pay for an initial service). Pick up a leaflet from the Barn Road or Gentlemen's Walk branch (or Nigel).

PLEASE KEEP NIGEL INFORMED OF HOW YOU GET ON WITH THIS SCHEME: he would like to be able to recommend it to students a.s.a.p.

\*\* Phone Nigel on 502188 for more info.

### New "Bike Buddy" Scheme

Are you new to cycling and need some help in getting from A to B? Or would you like to cycle to work but don't know a suitable route?

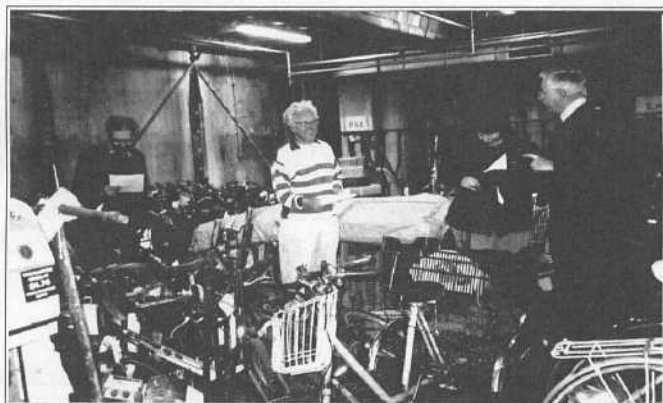
There could be a "Buddy" cyclist near you among our small list of committed volunteers - for more details contact  
**Norwich Cycling Campaign**  
(Address, phone and e-mail on back page)

# Editor's Info . . .

by Mike Savage

## VISIT TO BETHEL STREET POLICE STATION

In March a group of members visited Bethel Street police station in an attempt to trace missing members' bikes from a prepared list. PC Alf Meade made us very welcome and let us search the basement where scores of unclaimed machines are stored. PC Meade then gave us a detailed explanation of police procedure when a bike is reported missing.



Although none of the missing bikes were found we all left the station feeling thoroughly reassured that the police

do go to a great deal of trouble when a bike is reported stolen. Unidentified machines are eventually auctioned locally. (See page 10 for details.)

Prevention, of course, is always better than cure. To lessen the chance of your bike being stolen always:

- a) Lock it up in a well-lit, conspicuous place.
- b) Use a good quality lock which cannot be cut with a hacksaw or with bolt-cutters.
- c) Mark the bike with an invisible marker – the police always check with a UV light.
- d) Quick-release wheels and saddles need to be locked up as well.
- e) Take removable lamps, panniers etc. with you.

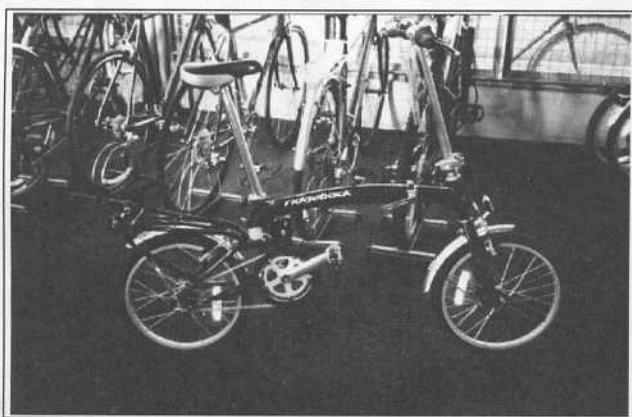
Unfortunately thieves will sometimes vandalise a bike out of spite if they can't nick it! For day to day use I think it's worth getting an old rusty, but roadworthy bike that is not so attractive to thieves in the first place, but still stick to the rules above.

## NEW RIVER CROSSING – LIGHT AT THE END OF THE TUNNEL?

The second new bridge from the Riverside complex across to St Anne's Wharf is, after three years delay, about to be constructed. This will provide cyclists and pedestrians with a much better route between Thorpe Station and the City centre via King Street instead of Prince of Wales Road or Rose Lane. The foundations for the bridge were built a long time ago. Problems with land acquisition on the St Anne's side of the Wensum were the apparent cause of the delay. Although the King Street route is about 200m further it will be much better for cyclists, but then anything is better than Prince of Wales Road.



*Foundations for the new bridge*



*It looks like a Brompton, it folds like a Brompton, but it weighs half as much! (Spotted in Pedal Revolution)*

Just a thought . . .

Petrol has just gone up in price and there is talk of a forthcoming increase in road tax. Surely this makes cycling an even more sensible option?

## Chairman's Chat . . .

by Jeff Jordan

**W**e have gained good publicity from two very successful events. The St Georges day ride to Wymondham was a very colourful occasion, with over 20 riders, including several dragons travelling to Wymondham, an enjoyable ride organised by Phyll.

King street festival was well attended, with lots of interest in NCC and Bike week events. We used the new stall made by Ian, based on a bike trailer donated by Richard and this worked very well. It was financed by the legacy from David Hood, and is a fitting tribute which we will use for years to come.

Our publicity has had a much higher profile this year, thanks to Sue Bergin's excellent work and the contacts she has developed. We are sorry she will be less involved now she and Graham have moved to Suffolk to oversee the completion of their self build home. We hope it all goes well and their bed and breakfast is successful. Following Sue's efforts, the EDP will be printing an article about National Bike week, and every Saturday, Sue has a column in the "Sunday Supplement" of the EDP featuring a cycle ride, under the heading *Cycling Country*. We do appreciate these achievements and hope to develop the links she has made this year.

Another achievement celebrated in 2004 is the 50th anniversary of Roger Bannister running a mile in under four minutes. It was a great athletics event, only beaten by 12 seconds - indoors - in the 50 years since. Other

heroic efforts have yielded 100 metres in 9.78 seconds and a marathon, 26 miles in a gruelling 2 hours 5 minutes 38 seconds.

How can any of us hope to compete with this? The answer is quite simple - cycling!

These feats of speed and endurance produced by human effort, without any other source of power are well within the reach of the regular cyclist.

Those riding horses may beat us, but even here I suspect that when the fastest St Leger winner ran 1.8 miles at 31 mph, the horse was spent, and would soon be overtaken by a cyclist on any longer run.

To average 16 mph for 4 minutes is not too great a challenge, especially on a flat smooth surface with no headwind.

Cycling 100 metres in 10 seconds needs a speed of 22.5 mph - more of a challenge!

Over a longer distance cycling really comes into its own. Riding for 2 hours at a modest 13 mph is a speed that can be comfortably maintained, especially without the delays of traffic.

The sort of distance ideal for commuter cycling, 3 to 6 miles, needs only 15 mph to beat world's best.

*In cycling we can all be record breakers!*

### New route planning service

Stored up in the brains of various Norwich Cycling Campaign officials is a wealth of information on the best way to get from point A (which could be virtually anywhere in the city) to point B (which could well be anywhere else). Many parts of the city are more 'permeable' by bike than is often thought by those who don't know the area particularly well.

That's why we've decided as an experiment to launch a new free service to members - **route planning**. The idea is that you tell us your start point and intended destination, and we suggest a possible route or optional routes - maybe highlighting the best option for speed/directness with an alternative route if your priority is comfort/quietness.

Maybe you're starting a new job, or have a one-off trip to make to some far-flung suburb - we'll do our best to

help you with ideas for the best way to go. Just drop us a line to the address on page 12, marking the envelope ROUTE PLAN, or preferably email us on [info@norwichcycling.fsnet.co.uk](mailto:info@norwichcycling.fsnet.co.uk) with ROUTE PLAN as the subject line, and we'll get back to you as soon as we can.

MW





## Think about it

**I**t's a dangerous world out there and safety should be our number one priority. Always take a few moments to familiarise yourself with the nearest emergency exit, even when you are travelling by bike.

Nature is a born killer – ice, floods and volcanoes are a continual threat. Even a stiff wind can desiccate you like a coconut. These risks can be much reduced by telling people where you're going and wearing a reflective band.

Driving is incredibly dangerous, as almost all deaths on the road involve a car. If you insist on driving, pre-inflate all air bags, wear a cycle helmet and drive defensively, preferably on the pavement. Have a 'baby on board' sticker in the back window as these can substantially reduce the impact of being rear-ended by a 40-tonne truck.

In safety terms, it is obviously extremely foolhardy to live on, or anywhere near, the edge. Life is like a platform - if you get too close to the edge you're likely to be hit by

someone opening their door. Stand well behind the yellow line of life, preferably in the designated waiting area.

Ideally, wear a cycle helmet and adopt a brace position. Normally, you'd be better off staying at home were it not for the fact that most deaths occur in the home. Remember that water and electricity don't mix, so turn off the lights when you're in the bath and don't buy electricity from your water company. Wear a cycle helmet in the bath.

The average garden shed is chock full of instruments of death. If you buy a lawnmower, insist on airbags, roll bars and side-impact protection. When mowing, wear a cycle helmet.

One of the main risks to life these days is death. By taking a few sensible precautions, this unnecessary risk can be avoided: check the nearest available exits, wear a cycle helmet, and assume the brace position.

*Recycled from the web/MW*

and now ...

## Ten reasons why it's great to cycle

### 1. Shapely legs at last

You'll be using the glutei and the leg flexors and extensors, the large muscles in the buttocks and thighs. Cycling regularly will tone those muscles into a lean, trim shape and make your trousers fit more comfortably.

### 2. No-one can guess your age

If you bike daily you'll enjoy a fitness level equivalent to being ten years younger - as reflected in your weight, your shape, your posture and skin quality. Cycling three hours a week makes you 40% more likely to live to a good old age than your couch potato friends.

### 3. No dowager's hump for you!

Women who cycle or walk more than half an hour a day have a lower incidence of vertebral curvature than sedentary women, as shown by the European Vertebral Osteoporosis Study. When we spend so much time slumped in front of our computers at work, we need to mobilise our backs on the way there and back.

### 4. Your weight loss will actually happen

Exercise combined with diet works much better in achieving and maintaining weight loss than diet alone: a study from the Stanford University School of Medicine found that people who exercised felt less hungry and showed greater self-restraint. Regular cyclists are half as likely to be seriously overweight than people who won't get out of their cars.

### 5. Lubricate your joints

Cycling helps maintain and increase joint movement and improves overall flexibility. It's low impact and sensitive joints won't be jarred - you can carry on biking forever. We need to establish exercise patterns in our youth that we can maintain for the rest of our lives, not just as long as we can look good in Lycra!

### 6. Healthier boobs and bums too

The International Agency for Cancer Research estimates that 25% of cancer cases worldwide are due to overweight and a sedentary lifestyle. If you cycle for 3 to 4 hours a week your risk of breast cancer will be 30-40% lower. You're also much less likely to get colorectal cancer, another common western killer.

### 7. There is no such thing as the bicycling blues

A Norwegian study estimates that half the population will suffer some mental health disorder during their lifetime. Daily exercise like cycling reduces the incidence of depression and anxiety, improves self-esteem and body image and can be part of a treatment programme for people suffering from depressive or stress-related disorders. Furthermore, you get your dose of rays every day, which helps banish Seasonal Affective Disorder. If you can cycle through a park or along a river, even better: trees and birds cheer everyone up.

### 8. Breath cleaner air

In heavy traffic the air quality can be poorer inside a car than out. On a bike you are higher and not in the wake of the fumes, so you can breathe fresher air. You'll be doing your bit to reduce air and noise pollution, too. If people cycled more in urban areas there would be a 4% reduction in CO2 emissions and, as about 65% of Europeans are exposed to noise exceeding 55 decibels over 24 hours, we need to try and give our ears a rest.

### 9. Fund your summer holiday

It's not expensive. You can get a second-hand bike at a police auction for £1(!). A helmet is another £20 and that's all you need. Owning a car costs at least £2,200 a year (and that's a small one). On the other hand, if you want to impress, you can go for a top of the range mountain bike for about £1000. The most expensive exercise is a gym membership you don't use - one person estimated that each of her gym visits cost £100, because she only went four times a year.

### 10. It's an affair of the heart

You'll also be half as likely to suffer from heart disease and adult onset diabetes, a third as likely to have hypertension and a quarter as likely to have a stroke - all this for 30 minutes cycling a day. Remember to cycle in a lower gear (your feet go round faster) - this means your muscles are pumping more blood around your body, which increases your heart rate and makes you fitter.

.....  
• Many thanks to Jane Hubey and Cambridge •  
• Agenda for permission to reproduce this article. •  
.....

# Bike Week . . . 12

**Saturday 12th June**

*Gardenias, grub and garden gnomes!*

Joint ride with the local Cyclists' Touring Club to Aylsham Garden Centre  
Meet Colin and Shirley at 10am at junction of Chartwell Road and Spixworth Road.

**Sunday 13th June**

*Century Bike Ride*

50 or 100 miles around Norfolk organised by Bike Events.  
Meet from 7am at City Hall, for more information ring 08707 558519.

**Monday 14th June**

*Are you sitting comfortably?*

An opportunity to get your saddle height adjusted and your tyres pumped up,  
plus other Dr. Bike adjustments.  
11am - 2pm, City Hall Car Park, behind City Hall.

**Tuesday 15th June**

*Bikes and Beer at Barford*

Meet 7 - 7.30pm at The Cock, Barford - Join Martin and friends for a meal or  
just a drink.  
Please ring Martin beforehand on 01603 897738.

**Friday 18th June**

*Bicycle Biriani*

Meet at 6pm outside the Forum for a short ride to Mulbarton with Mike and back to  
the Greenhouse for a vegetarian biriani at 8pm. Enjoy the meal - or just come along  
for the ride.

Spaces are limited - please ring Richard on 01603 403415 to book your place!

**Saturday 19th June**

*Seaside Special to Cromer*

Meet Phyll at 9am at junction of White Woman Lane and Spixworth cycle path.  
Pub lunch and maybe a paddle. Optional return by train - you need to book.  
Ring Phyll on 01603 435547 for more information.

# - 20th June 2004

**Sunday 20th June**

***The Snowball Pedalling Picnic - The Fun Finale***

Meet at any of five starting places around Norwich before joining up in the city and cycling together to Whitlingham Country Park.

*Ride A*

Meet at 11am, Roy's car park, Bowthorpe

*Ride B*

Meet at 11am, White Woman Lane/Spixworth Road traffic lights

*Ride C*

Meet at 11am, UEA Porter's Lodge

*Ride D*

Meet at 11am, Rear of Sainsbury's, Queen's Road

*Ride E - especially aimed at families*

Meet at 11am, St. John's First School, West Pottergate - entrance opposite West Pottergate Health Centre

**Approx. 12.15pm - arrive en masse at Whitlingham Country Park**

***Fun and games, but don't forget your picnic!***

*This was the scene last year as almost 100 riders joined up before cycling on to Whitlingham. Can you recognise anybody?*



Photo: Sue Bergin



# More Mutterings from Matthew

## Business as usual

Didn't last long, did it? Merriment was such a positive attitude, it just wasn't healthy. I always believed that a mania for living, even a tendency for looking on the bright side, is a dangerous and ill-advised approach to the dark and brooding world – particularly when you're trying to negotiate with snarling city traffic from the seat of a bicycle.

OK, for a short time after the turn of the year I admit I was seduced by the notion that a smiling benevolence was all that was needed to usher in a new golden age of cycling in Norwich. That is, until a certain incident in The Avenues, an unfortunate altercation with Mr Attitude in an Audi, when the smile seemed singularly ineffective, and I found myself resorting to Plan B.

So is it a return to being old V. Meldrew on wheels? Well not exactly. We must all allow ourselves to move on. For a time after my comeuppance I seriously looked at the advantages of social integration – Plan B, otherwise known as joining 'em, becoming an oik.

Adopting the crew cut was easy enough (it certainly felt cool), and investing in the baseball cap and trainers was not too expensive, but shifting to a regular diet of greasy burgers did take some getting used to. The biggest single problem, since I own neither a 4x4 nor a souped-up Escort, was not having a window to throw the carton (and half-eaten burger) out of. It just didn't seem the same lobbing it over my shoulder while biking up the pavement. And I was worried Hereward might have spotted me doing so.

So ever one to look at things afresh in the cold light of a new day, I have mellowed back to my old self, and am reminded by the editor that I'd better get on with my article or I'm fired.

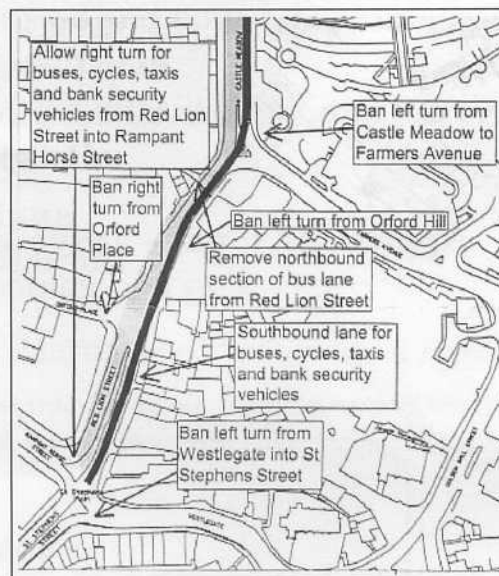
## A ton of bricks

One of the biggest things to hit the city centre in recent years is (or should be) the PT Major scheme. The what? Nothing to do with a former prime minister's brother, the PT bit stands for public transport and it's a whole load of money being spent allegedly on improving bus facilities including priority lanes between the bus station and railway station. As a spin-off, there could be various

account at an early stage in the design which in our experience is the exception rather than the rule. What with the bus station with its rumoured cycle centre, it's a bit of a *force majeure*.

You may already have discovered that as a result of what's already been built by Mr Major, we can now amazingly ride straight from Upper King Street, via Agricultural Hall Plain, to Castle Meadow via the new contraflow bus lane. By the way, we would have had to dismount halfway along had not the Cycling Campaign taken a close interest in the initial design.

The next big plan, and believe me it's being forced through in a hurry, is to allow buses to travel directly from Castle Meadow up Red Lion Street (presently one-way) and into St Stephen's Street (see plan extract). They'll also be able to do a right turn out of Surrey Street into St Stephen's.



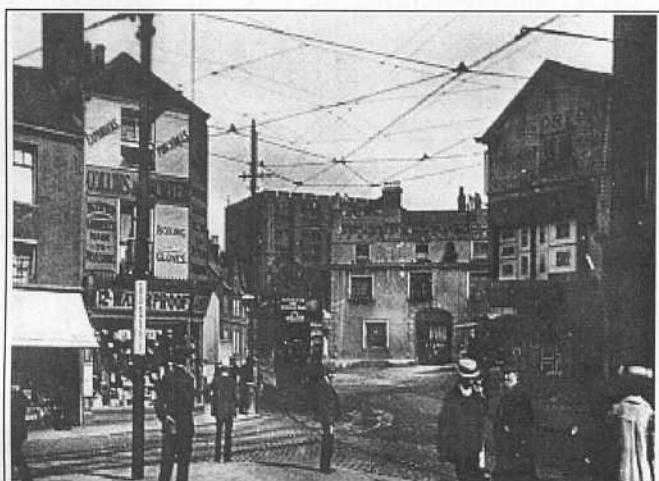
Part of PT Major scheme

As you can imagine, this will involve considerable re-jigging of kerb lines, pavements and traffic signals. There will also be bans on certain manoeuvres currently being done by vehicles, such as the left turn at the bottom of Westgate. Hopefully, we will get (back again after 40 years) a southbound cycle route from Castle Meadow up towards Ipswich/Newmarket Road that avoids the haul up over Farmer's Avenue.

Having said that, we're trying to get cyclists an exemption from the left turn ban from Castle Meadow into Farmer's Avenue because it will remain a useful link for some people pedalling, say, from Opie Street to Rouen Road. The reason for this particular ban is to do with the steep gradient



outside the Bell Hotel – though this wasn't evidently a problem when the trams used to run through a hundred years ago (see photo).



Orford Place c. 1910

There's plenty of battles still to come, not least over the idea that taxis and minicabs should have free access to all bus lanes in the city, as if they were some form of PT (which they most certainly aren't). Even Councillor Gridiron seems to have been taken in on that one.

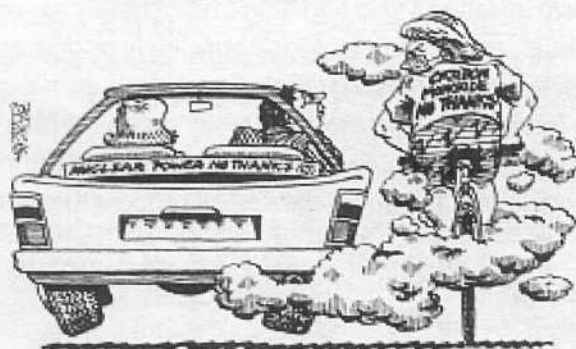
### The air that I breathe

One of the more taxing consultations we've had to deal with recently was entitled 'Environment Act 1995 Part IV Local Air Quality Management Consultation - Stage 4 Review & Assessment of Air Quality and Air Quality Action Plan.' Two fairly thick documents that didn't get a lot better as they went on... But in a nutshell, the law requires the council to check air quality, and Norwich has sniffed around and found that in three parts of the city centre we're gassing ourselves with nitrogen oxides from exhaust fumes even more than we're officially allowed to. The consultants suggested that traffic should be reduced, but instead the City/County Councils have come up with their own action plans, one for each area:

- St Augustine's Street: Make a one-way gyratory traffic system with Oak Street.
- Grapes Hill: Widen the road to make three queuing lanes.
- Castle Meadow: Improve emission standards of buses using this road.

Two of these three brilliant schemes are suspiciously like the things our friends in County Hall wanted to do anyway – what better way of road-widening than to dress it up as an air quality improvement measure? And with the added advantage of making things harder for cyclists and

pedestrians thus further deterring a switch to better travel habits. Needless to say, we've made our response.



### Itty bits

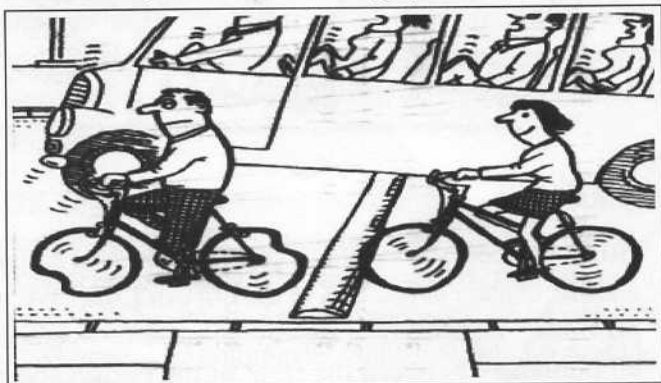
No article from me would be complete without adding another chapter to the saga of the **Forum Link**. We've previously reported on plans to create a skate-boarder's amphitheatre between the front of the Forum and St Peter's Mancroft Church, right where there's meant to be a cycle link crossing from Bethel Street to Theatre Street. Rest assured we said the necessities in response. I will merely report now that there has been a revised planning application with the scheme modified in such a way as to reduce the negative impacts on the cycle link. In our view one of the more crucial things is to control the driving and parking of motor vehicles on the open space, but of course, to all right-thinking people that would represent a fundamental infringement of human rights.

Incidentally, I noticed that all the design drawings for the Forum scheme, including those for a new big sign on a plinth, misspelt the word 'Millennium' which doesn't say much for the architect's eye for detail (remember the DEVINET principle?). And then wandering down to Brigg Street we can find a new pilot **tourist street plan** (the first of many to come) that shows a city map not only set out almost entirely from the car-driver's viewpoint (no info at all on cycle routes or bike parking), but riddled with spelling errors. My favourite is 'Unithank Road' - for some reason, it conjures up a picture of a hoard of grateful unicyclists pedalling past the Lillie Langtry.

New street sign, Brigg Street



I'm pleased to say that we've managed to get the dreadful sleeping policemen on **Pilling Park Road** reconstructed so as to be more cycle friendly. These were installed a year ago with a refreshingly aggressive attitude to speeding motorists but clearly no concept that law-abiding cyclists (and Phyll) regularly pass that way to avoid the pedestrian alleyway on line with Morse Road. We were concerned not just with the ramps themselves, but about the design process that allowed



"The Pilling Effect"

As an organisation we've again had to tackle the dilemma between objecting to the whole concept of a scheme, and seeking to influence the detailed design. The proposed widening of the Outer Ring Road at **Catton Grove Road/St Faith's Road** is a case in point. The whole concept of the County Council scheme is to increase capacity of the junction for motor vehicles, which is plainly daft because it will ultimately generate more

motor traffic and deter the preferred travel modes. However, the reconstruction was an opportunity to argue for advanced stop lines (ASLs) on the important radial cycle route crossing the ring road. We failed to stop the County's juggernaut car-headedness, but did manage to get the design changed to include ASLs.

### Being nice

I don't beleeeeeeve it! Someone told me the other day that they'd heard of a cyclist being awfully rude to an Audi driver in The Avenues! Outrageous. But it is true that the Campaign is being contacted quite often now by people who've been victim to road rage incidents.

So how do you cope with daily discourtesy on the road (i.e. being cut up and threatened with death)? Do you give as good as you get, or just turn the other pannier? Is this a cycling issue, or something rather more important than that? Write and tell us what you think.



## Going, Going, GONE! Unclaimed Bikes



The police have a database recording details of recovered bikes on their web site. See: [www.norfolk.police.uk](http://www.norfolk.police.uk) - click on 'recovered property' and then 'hobbies & interests' to find bicycles.

The police regularly send bicycles that have remained unclaimed for three months or more to be auctioned. Auctions are normally held on the first Wednesday of each month.

If you want to find out more about the date of the next auction and details of the items to be auctioned, please contact:

**Clowes & Nash Auctioneers**  
**01603 504488**



## Phyll's Philosophies *On This and That*

On 31 March, Matthew Williams and I attended one of the now regular cycling conferences held at Nottingham University. The subject of this one was the Promotion and Marketing of Cycling and gave many ideas for encouraging more bicycle use (see my write-up on our Campaign website). One idea was to advertise the advantages of cycling over other transport modes in a variety of public places. How about 'Bike for a change' painted on the tarmac at the exit from car parks or indeed on bus shelters where fed-up commuters can read it while waiting? 'Bike for your body' could be displayed at fitness centres and in doctors' waiting rooms. Pro-bike messages can be displayed in many places, for example on stationery, websites, notice boards, posters in buses, even on the risers of steps at City and County Halls. Cyclists have traditionally been undemonstrative in promoting their preferred mode of transport / leisure time activity. It's time to remedy this.

\* \* \*

The Norfolk Local Transport Plan annual forum was held 29 April in the luxurious accommodation of the new UEA Sportspark. Of the 108 delegates present I was the only one representing cyclists, apart from Mr Clark, headteacher of Hillside Avenue Primary, who spoke about how his school had increased the number of cycling pupils. The main emphasis of the forum was how successful the Annual Progress Report was, with the result that the County Council has been given performance reward funding of £2.1m. The only scheme to benefit cyclists was the completion of the Hethersett – Thickthorn cycle/footway. So yes, cycling did get a mention, albeit briefly and flagged up as a major achievement. Very little was said about the proposed Northern Distributor Road; perhaps the public consultation hasn't shown too much enthusiasm for the scheme. One sobering piece of news is that nearly 73 thousand homes are to be built in Norfolk at the rate of 3,600 per annum. The largest concentration will be in the Norwich area with 30 thousand homes. All this will of course bring added infrastructure, not only roads but rail (including an east – west link), air, seaports.....

In the workshops we were asked:

- What are Norfolk's priorities?
- What solutions to transport problems would you like to see?
- How do we prioritise those solutions?

What do you think? It would be good to see some suggestions in a future Newsletter.

\* \* \*

On a more gloomy note, Chairman Jeff mentioned in the last Newsletter that I had completed a 4-day course to qualify as a trainer for adult and teenaged cyclists. This was a free pilot scheme run by the CTC and City of York Council, funded by the DfT. An excellent and most enjoyable course, I was one of eleven potential cycling tutors. At the end I was informed verbally that I'd passed on Levels 1 and 2, enabling me to train complete beginners on off-road paths and those capable of riding on quiet back streets, but had failed on Level 3, training on main roads. This was primarily, I thought, due to my reticence in shouting instructions to a trainee cycling ahead of me. However, I would be able to train at Levels 1 and 2, while repeating training for Level 3, free of charge, at a later date and different location.

Then, one month later, I was informed by telephone that the organisers had decided to fail me outright and if I wanted to retake the course I would have to finance it myself, at £400. I couldn't believe it! A written appeal to the CTC asking for reconsideration and reinstatement of the original ruling has been completely ignored. At the time of writing, after four weeks, I am still awaiting a response.

Meanwhile, I wonder how much longer I'll be able to lead rides without training and a qualification to do so (I've been doing this for over 25 years), although currently there is none. It could hit organised rides hard if this becomes a requirement. And what about the ordinary bicycle user – how much longer before we all have to undergo training and pass a test before we're allowed on the road? It might improve our image among other road users but would it encourage more cycling?

*Phyll Hardie*

### **Campaign Corner Update:**

Cycle stands outside Lloyds TSB, Unthank Road. Good news and bad news: Cycle stands have been installed as part of the improvement programme here. Unfortunately, they are the inappropriate "wheel-clamping" type, not sheffield stands as we recommended. Many thanks anyway to those of you who took the time to write to the bank. Suggestions for future topics welcome.



## Contacts

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## What's Happening?

### Family Rides

\* Sunday 20th June -starting at  
St. John's First School, West Pottergate, 11am.  
(Joining the Snowball Pedalling Picnic)

Other rides starting 10.30am at Harford Manor  
School

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

*For further details please telephone Rob Conway  
01603 504762*

### CATI (Come And Try It) Rides

Saturday 5th June

Meet at 2.30pm at Thorpe End Village Green  
for a ride to Ranworth.

Leaders: Janet and Malcolm

\* Saturday 19th June

Seaside Ride to Cromer - meet at 9am at junction of  
White Woman Lane and Spixworth Road cycle path.  
Pub lunch. Optional return by train.

Leader: Phyll.

*All afternoon rides have a tea stop. For further  
details please ring Phyll on 01603 435547*

### Summer Evening Rides 2004

*Meet for a meal or just a drink:*

\* 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.*

### "Are You Sitting Comfortably?"

Saturday 5th June & Monday 14th June \*

11am - 2pm at City Hall car park, get your saddle  
height checked, your tyres pumped up and other  
Dr. Bike adjustments.

*Rides marked \* are part of our Bike Week  
events. See centre pages for full list*

### Plus monthly members meetings

held at Saunders & Senior

2 Tombland Alley, off Princes Street, at 7.30pm

Next meetings: 15 July, 19 August

**Deadline for the next Newsletter is Friday 13 August**