The parking problems that seem to dominate local motorists' concerns these days appear to be spreading to the less selfish members of society. The congested cycle racks, stands and railings around the city suggest an increasing number of people are realising that the most convenient way to get around is on two wheels. In this issue we take a look at some of the facilities in Norwich plus a glimpse of those available in other places - Mike Savage has been out and about with his camera to illustrate what is on offer (more inside).

Norwich City Centre (left): The stands outside the entrance to the Castle Mall in Castle Meadow are nearly always full, whereas these stands at the Riverside development (below) are still under-used.

Left: Some local employers provide covered, secure parking for staff who cycle to work. This facility is one provided by Norwich Union on one of their sites in the city.

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Funds to Recycle
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Nigel has sorted out lots of new and almost new bits donated to Cycle Recycle over the years for sale at

The Green Fair
SATURDAY 4th DECEMBER,
St Thomas's Church Hall Earlham Road
(10a.m. until 4p.m.)

ALL PROCEEDS WILL GO TO THE RECYCLE CHARITY WHICH SENDS BICYCLES TO COUNTRIES IN AFRICA.

P.S. Cycle Recycle remains mothballed for the second winter but Nigel is still taking donated adult bikes and hopes to form a Ltd Co. in spring 2005 which will distribute the reconditioned machines in Norwich. A proportion of the net profit will be given to Cycling Campaign funds; any undamaged machines requiring too much work will be passed on to RECYCLE..........so keep 'em rolling in!!

Contact Nigel: 01603 502188

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More on parking...

Shangri-La?

Fifty full-height lockers and two hundred sheffield stands - some adapted for tandems and trailers - at Park Street, Cambridge.

Cambridge again - free, covered stands and rentable lockers at a Park and Ride site

Norwich: These sheffield stands are in a covered, illuminated, relatively safe area and are free. They are a five-minute walk from the railway station, yet are mainly used by motorcyclists!

Many thanks to outgoing editor Ian Maunder who has spent many hours compiling the newsletter over the past four years. Thanks also to Ian’s wife Nicola who has welcomed members to their home for collating the newsletters.

(Editor's exit - page 11)
Encouraging people to get on their bikes and leave the car at home seems easier when the sun is shining and the nights are light. This time of year it is more of a challenge, and we do not have the attraction of social rides or bike week events.

I think the great incentive this month is highlighted in the Evening News headline “Traffic chaos grips city centre roads” People complain it takes an hour and a half to cross the city, or an hour to get out of a car park. There are the usual causes quoted of road works and, Christmas shoppers, but my feeling is that this is how it will be. Late night and Sunday shopping and developments like Chapel field all attract more cars into the city, without a reliable bus service.

Within Norwich it’s much quicker to cycle, with bus and cycle lanes and some car free streets. You know how long the journey will take, whatever the traffic, and there is less risk from speeding motorists.

We need more members to support the Campaign to get this message across to the public, large employers and public bodies and the politicians. The local papers are very receptive to letters supporting cycling, so do write in and get your name in print!

Our Annual general meeting is on December, so if you are interested to join the committee to take part in campaigning, do come along. All members are welcome at committee meetings on the third Thursday each month. We usually go on for a drink at Take Five, so it’s a wonderful incentive to move the meeting on.

Many of you will have read in the Evening News about Rachel Wix and Ian Mold’s recent marriage, and Ian’s cancer. They are both valued members of the Campaign, with Ian as membership secretary and running the website. Rachel does much to support the Campaign, including co-ordinating National Bike week.

We wish them every happiness.

The Amazing Tale of the Returning Brompton!

This is a tale concerning Rob Conway’s red Brompton, ridden at the time by Rob’s son, Jonathan. The Brompton was left casually against Rob’s gatepost in Ipswich Road. During a momentary lapse in concentration Jonathan turned his back and when he looked again he found that, alas, it had mysteriously disappeared.

As soon as Rob found out what had happened he immediately contacted Phyll Hardie who promptly circulated the news on the internet via the Norwich Cycling Campaign discussion group. The message was received by Cycling Campaign member Adrian Wragg.

The very next day Adrian spotted a red Brompton being ridden along Lime Tree Road. He noted that, unusually for a Brompton owner, the rider was allowing his friend to ride as a passenger standing on the rear rack! Suddenly he remembered the message from Phyll and straightway he performed a U-turn in the road and followed the youths into the nearby Tuckswood Estate.

After a series of convoluted turns he noticed the rider and his passenger dismount, leaving the machine unlocked as the entered the local supermarket. He was then faced with the difficult situation of trying how to find out if this was the missing machine without a potentially ugly confrontation. He quickly devised a cunning plan. He deftly folded the bike and carried it out of sight around the corner to place it in the boot of his car. Returning to the supermarket he walked in, approached the youths and reported the shocking news that someone had stolen their bicycle from outside the shop! He was not altogether surprised when their reaction seemed indifferent and circumspet. As they walked out of the shop, past the spot where their bike had been, Adrian, (warming to his new role in the acting world!), followed them saying, “aren’t you bothered that someone has stolen your bike” and “I’d let the police know if I were you”. As they walked to join a group of youths across the road, Adrian persisted, asking “who’s bike was it, anyway.” “It was Wayne’s” came the reply. At his point, Adrian left and drove to Rob’s house. He related the whole riveting tale before returning the recovered bicycle. (A quick check on the frame number confirmed that it was the one)!

A big “thank you” for your quick thinking and heroic efforts, Adrian!

Rob Conway
More Mutterings from Matthew

Twist in the tail

We seem to be moving towards the end of 2004 as rapidly as the cyclist plummeting down Gas Hill towards the River Wensum. And in the same way as clever jinks will be needed to arrive safely into Bishopsgate, we can surely expect a few final twists before we wake up in 2005. Who knows what may happen at the Cycling Campaign AGM? Or even before the end of this column.

Amongst the many drawn-out sagas (i.e. traffic schemes) we’ve been keeping an eye on this year are some that have definitely had a twist in the tail. One example would be the West Pottergate cycle scheme, on the face of it a perfectly reasonable plan to re-establish an ancient route into the city centre by putting in a few dropped kerbs. Having gone through two consultations, a re-design and a final go-ahead, the sting in the tail was the unexpected creation of a permanent physical barrier across the route along with the flush kerbs. Happily, after yet more representations, the fence was modified after a month or two to allow bikes to get through unimpeded! All we need now is a smooth surface along the city end of Pottergate, and it’s goodbye Grapes Hill Roundabout for ever for some.

Some other instances of the ‘twist in the tail’ principle are mentioned below.

Toucan’t crossing

Last time I mentioned the City Council’s cunning plan for an unusable Toucan crossing at Waterloo Road. The Cycling Campaign’s polite response to the consultation called for a simpler and practical route between Angel Road and Shipstone Road constructed primarily out of paint. This had earlier been agreed at a meeting on site with the cycling officer. Relieved as we were to hear subsequently that the crossing would be designed only to cater for pedestrians (a puffling), the sting in the tail was the announcement in a letter that provision for bicycle users would be deferred for an unspecified period. “It will be included as part of the design for the St Clement’s Hill / Magdalen Street cycle link”, we are told. As we have become accustomed, officers seem incapable of integrated planning for more than one mode at a time.

Wet paint

Also last time I mentioned the matter of the outbound approach to the Harvey Lane junction on Thorpe Road and our modest success in persuading the council to mark a cycle approach lane across the left slip. Observant peddlers will have noticed the markings have now arrived, albeit without any of the red paint we requested (more on this below). One of our learned members has scored it 6 out of 10. What do you think?

Receiving a letter saying there would be no red surface treatment opened a whole new can of worms for your humble Consultations Officer. For it stated that it “is difficult and expensive to maintain, for little perceived benefit at other locations in the city.” As you can imagine, that was like red rag to a bull, or at least to those of us who do appreciate the tasteful treatment in places.

That mean red paint would eventually be phased out citywide? So far as we can tell from senior officers, there is no such policy. It all depends, as it always does….

More PT lessons

No-one regularly accessing the city centre by bike can have failed to notice the rapid progress in constructing various bus priority measures (at least, that’s what they’re billed as) in the Rose Lane area and at St Stephen’s Plain (Bunting’s Corner, outside M&S to you). Some red surfaces, but mostly in the form of red aggregate in the tarmac. But generally to good effect at the lower end of Rose Lane, where we now have dedicated lanes directing us either up towards the Castle or to the St Faith’s Lane link to Tombland (see picture). It may all seem a bit fussy, but this was the only solution once our masters decided we couldn’t possibly have two-way cycling on Prince of Wales Road. Some members have expressed alarm at having to access a cycle lane on the offside, but it seems to work once you get used to it. Things will be further improved if we can get an ASL (advanced stop line) at the Thorpe Road approach to Foundry Bridge, allowing waiting cyclists to position themselves towards...
the right if desired. Rest assured I’m working on that one.

Passive smoking

One downside of the rush for more buses in Norwich is the need for us bikies to be constantly negotiating great plumes of warm diesel exhaust, especially in cosy ‘bus and bike lanes’. As any urban cyclist will know, hard acceleration and assertive roadcraft are hallmarks of the modern bus driver in all his turbo-charged diesel prowess. I have in the past expounded on carefully-researched techniques for minimising your daily intake by mouth of those scrumptious carbon particulates (smoke). You can do this by exercising a combination of breathing control and smugness, the latter based on knowing that drivers and pedestrians actually get a significantly larger dose of pollution than you do riding your bike.

But don’t worry too much about those old lungs, what about your Armani suit – how will that fare getting regularly impregnated with smoke as you cut through the swirling maelstrom of congested traffic? Do you really want to arrive with the demeanour of a kipper?

Fear not, I have found the answer – admittedly only for the sake of my modest QD-sourced attire, but I see no reason why it shouldn’t work for you too. Yes, there’s a cunning way you can protect your absorbent outer clothing from the stench of exhaust. It is by donning a purpose made sleeveless smock made of woven nylon or something similar, secured by a nifty piece of velcro. What is more (and this is the coup de grace), you can arrange for said smock to be bright orange or yellow, which makes a clear statement to other road users that you refuse to be smoked!

Kerb bulge

One thing you can be just as sure of as getting a slow puncture in your back wheel is that highway designers will continue to make things unnecessarily hard for bicycle
users. Their inventiveness in coming up with little details we could not have anticipated knows no bounds. Take the new give way from Theatre Street into Chapelfield North, a regular site for queuing traffic where you have to scoot up the nearside to get through. Or at least, you did until a strategically placed kerb bulge was added. What a joy on a dark wet night. [It took only three years to get the edge of the nearby speed table smoothed, he thought with faint enthusiasm.]

Feeling Sorry Forum

Your habitual mutterer has had a long and chequered association with Norwich City Council’s Cycling Forum, having occupied the Vice Chair’s slot for most of the time since that body was constituted back in 1990. Oh, the memories… what young idealists we were in those days… how the City Council valued a forum that brought together those militants with all their bright ideas. It felt worth the untold hours of commitment of time and effort. Ten years of dialogue and slow progress… until inevitably the debacle over Queen Street led to disillusionment and Matthew’s somewhat public resignation ahead of the local election which the ruling group went on to lose. A new start under a new administration… but only grudging support from councillors perhaps betraying their view that the Forum was more for its members’ benefit than the Council’s. Then with no explanation, over a period of months, the secretarial support dried up—in breach of the City Council’s written constitutional commitment. For the Vice Chair to remain in post in those circumstances would be to condone shabby treatment. But hope springs etc. etc., and I wish the new Chair Councillor Lubbock every success while I concentrate on other areas worthy of my zestful enthusiasm.

Cycling Proficiency

We have received many enquiries from people regarding the existence of the cycling proficiency scheme. To find out more about these courses, please contact Norfolk County Council Road Safety Officers:

Philip Archer if within the Norwich ring road, or
Peter Walton if outside the Norwich ring road (Peter’s mobile 07776 467944)
Their office telephone number is 01603 223365.
Recently we have discovered that extra staff have been taken on by Norfolk County Council to organise these courses, due to increased demand.

Nicola Mauders
Persistence pays off for cycle parking

Richard Bearman

Following an article in The Advertiser in March 2004, informing users that the branch Library at Mile Cross was to be refurbished, on 19 March I wrote to Jennifer Holland, Head of the Libraries Service at Norfolk County Council asking if Sheffield stand cycle racks could be installed as part of the refurbishment. Fortunately the photo in the paper showed several bikes chained to the railings outside the library demonstrating quite clearly a demand for cycle parking at this location.

Dear Ms Holland,

19 March 2004

Re: Mile Cross Library

As a regular user of the Mile Cross branch library, I was pleased to hear of your plans to refurbish this branch, as reported in the local paper.

One thing I would like to you to install are a couple of Sheffield stand bike racks outside the front entrance. As a cyclist myself, and as shown by the enclosed cutting from the Advertiser there is a demand for cycle parking at this location. Whilst the current railings are perfectly adequate for this use, correctly positioned bike racks would prevent any obstruction of the wheelchair access to the library entrance. They would also encourage people to walk or cycle to their local library rather than use the car with the attendant health and traffic congestion benefits.

On 25 March I had a polite reply informing me that ‘I am pleased to tell you that cycles racks will be installed as part of the refurbishment programme’.

The refurbishment works were scheduled to take about 6 weeks, so after the library reopened in early May I visited again to find guess what – three cheap wheel grabber type stands bolted to a wall. This was tokenism for cycling at it’s most blatant, so I therefore wrote again to Ms Holland thus:

Dear Ms Holland,

24th May 2004

Re: Mile Cross Library

Thank you for your letter of 25th March informing me that ‘cycle racks’ would be installed at Mile Cross Library as part of the refurbishment works there.

Having now visited the library and seen the three small ‘wheel grabber’ type stands bolted to the library wall, behind a fence, I find your idea of adequate cycle parking at this location laughable. Most cyclists will not use these type of racks because they a) are not secure, you cannot lock the frame of the bike to them and b) they pinch, and cause damage to alloy wheel rims - fitted to most modern bikes.

In my letter of 19th March, I referred to ‘Sheffield stand’ bike racks, which meet the national standards, and Norfolk County’s standards for cycle parking. The token installation at Mile Cross library clearly does not meet these standards nor are they any use to bicycle users. I would request that adequate cycle stands are installed at Mile Cross library immediately and represent a very small cost compared with the amount spent on the total refurbishment.

Following a couple of phone calls from Jen McConnell, Ms Holland’s PA, I received a letter dated 13 July referring to my comments being passed to the contractors NPS Property Consultants who carried out the works on behalf of the Libraries service. This was followed by a letter on 28 July stating that ‘I am now in a position to advise you that Sheffield stands are to be installed at Mile Cross Library as soon as possible’.

Hooray, a successful result then? Perhaps don’t celebrate too soon. On my next visit to the library on 7 September there was no evidence of Sheffield stands or work taking place, and the wheel grabbers were still there, so this time I sent the following email:

——Original Message——
From: Richard Bearman
Sent: 09 September 2004 21:17
To: Holland, Jennifer
Subject: Cycle racks at mile cross library

Dear Ms Holland,

Thank you for your letter of 28th July and phone call from Jen McConnell about installation of Sheffield stand cycle parking at Mile Cross Library. However when visiting the library on Tuesday 7th September I was disappointed not to see any evidence of these stands, nor any indication of work in progress. It is over a month since you stated that the work would start ‘as soon as possible’ perhaps I could be given some explanation for the delay, and some
indication as to when the county council will take up my original suggestion of adequate cycle parking at this venue, made in March 2004?

regards

Richard Bearman

Within 24 hours the following reply was received:

Dear Mr Bearman

Thank you for your email regarding progress with Sheffield stands at Mile Cross Library.

As I explained in my letter of 13th July 2004, we had passed the request to NPS Property Consultants Ltd to carry out the work on our behalf. They fitted the request into their schedule and I am delighted to inform you that the stands were installed yesterday (Thursday 9 September). I hope that you enjoy using both the new stands and the library.

Regards, Jen McConnell

On behalf of: Jennifer Holland, Head of Libraries & Information

So if members of Norwich Cycling Campaign have occasion to visit Mile Cross branch library on Alysham Road, please use the wonderful stainless steel sheffield stands, in preference to the wheel grabbers – and if the local youth happen to vandalise the wheel grabbers, all the better! Also please feel free to use any of the above text in case your local branch library is due for upgrading and refurbishment to ensure local cyclists get decent parking as part of the library use in the 21st century. Finally I sent the last email to Ms Holland, just to show I'm not always a 'grumpy old man' even though the whole project took six months from start to finish, I can feel satisfied to have made a small difference for cyclists.

Dear Jen McConnell,

Thank you for your email. I have now visited the Library again, and congratulations on the new sheffield bike stands. Very well located and plenty of space for access. A very satisfactory conclusion, thank you for your help in this matter. I hope that any future refurbishment at other Norfolk Libraries will include this type of cycle parking automatically - I will mention your actions at the next meeting of Norwich Cycling Campaign who have been promoting adequate cycle parking at various sites in the city recently.

best regards

Richard Bearman

Phyll’s Philosophies

I commence the writing of this article while child minding in Cambridge. Why do we see so many bicycle users in Cambridge? I’ve asked this question several times and it was suggested that, being a university city, there are many students on bikes. Yes, but Norwich is also a university city so why don’t we see hordes of cycling students too? Instead, our university has bowed to local pressure, as well as the motoring lobby, by building a multi-storey car park for its students. A multi-storey cycle park, with secure lockers and an attendant on duty, would surely be more appropriate. Knowing their precious bikes are secure would encourage more students to cycle and, with more doing it, it would catch on among local residents too. Maybe that’s what has happened here in Cambridge. Last time I fetched Caroline home from school, a month ago, I was very pleasantly surprised to see so many mums doing the school run on their bikes, together with tag-alongs and kiddie seats for the children. All the cycle facilities on the road are also an encouragement. At least it shows the local council has made an effort. In Norwich one can hardly say our council show great enthusiasm.

Some members of Norwich Cycling Campaign offer their services as bike buddy to prospective returners to encourage and give support in what for many are daunting traffic conditions. My first candidate did not have her own bike but drove her car over to my place and borrowed one of mine. We went out a couple of times on the cycle paths of the Dussindale estate, and she appeared to be enjoying it very much. Then, one Monday morning, she came over after apparently having had a talking to by her family over the weekend. I imagine the conversation went like this: ‘Whatever are you thinking of, Mother, taking up cycling at your age?’ (She is 73) Don’t you realise that cycling is dangerous?’ So the outcome of that was that she was more or less forbidden to do it any more, and I haven’t seen her since. To give her her due though, she had to be pretty sure she wanted to take it up before going to the expense of buying a bike.

My second bike buddy candidate already had a new bike and wanted to gain experience using it, after giving up her car on retirement a few months previously. She
also had no family to chide and criticise her actions. We met in Tombland and cycled on Route 1, through the city and out on the Marriott’s Way. She’d never heard of the National Cycle Network or of Marriott’s Way, but she greatly enjoyed her ride out to Drayton. We had a meal in one of my favourite restaurants before returning the same way. This lady certainly intends to continue with her cycling; how easily one can become hooked, given half a chance. Incidentally, I’m still surprised at how many people have never heard of Marriott’s Way. It obviously needs some publicity.

Transport for London figures show a record 23 per cent increase in cycling in London over the past year. This is the sharpest increase in bicycle use ever recorded for a British city, due possibly to the more pleasant environment since congestion charging began. This just shows what congestion charging nationally could do if implemented, as well as the estimated £16b raised and improved health and air quality. Such a scheme for Norwich would however give more impetus to the proposed Northern Distributor Road.

One thing that could encourage more bicycle use in Norwich is secure cycle parking for shoppers. The city centre seems now to be quite well provided for, and of course we could always do with more. But it is the shopping precincts out of the central area that are poorly provided. Very often this is because shopkeepers simply haven’t thought about it. A personal letter to the shopkeeper or owner of the precinct from someone like you could be the very stimulus needed to get that provision. You could of course devise your own letter, but here is a guide you can follow if necessary.

Dear Shopkeeper, (personalise this if you can)

How would you like to attract more custom from cyclists to your business?

Contrary to popular opinion, it is not passing car drivers who are the big spenders. A study by the Transport Research Laboratory has found that adult cyclists are more likely to be in employment, and better paid employment at that. It is worthwhile making an effort to encourage them.

How can you do this? You could show you’re keen to encourage them by providing cycle parking for their use while they’re browsing in your premises.

The risk of a bike being stolen, even if left unlocked for seconds, is great, and a lack of facilities to keep bikes secure is a serious deterrent to cyclists thinking of using your shop. By cycle parking Iue don’t mean little wheel pinchers which are not secure at all but may even damage the front wheel. The best parking is provided by ‘sheffield’ stands, in which the whole bicycle is supported and to which it can be securely fastened. These metal hoops, securely fixed in the ground, are recommended by cycling groups and meet national and Norfolk County Council cycle parking standards. Alternatively, a securely fastened loop attached to the outside wall could be used and may be more suitable in certain circumstances.

We in Norwich Cycling Campaign would like to see quality bicycle parking provided near your premises. Indeed, we would be willing to advise on sources and types of provision as well as suitable locations for these to be placed. We, as well as you, would like to see more cyclists patronising your business.

Yours sincerely,

(your signature)

For further information on cycle parking look at www.ctc.org/resources/campaigns/cycleparkinginfo.pdf

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A few examples of small-scale, but useful facilities.

- Not sheffield stands - but a useful local facility (watch out for reversing cars though!)
  
  Photo: Mike Savage

- Brand new sheffield stands at the new Co-op, Dereham Road.
  
  Photo: Mike Savage

- This picture was sent in by member Maddie Parisio and was taken in Blois, France. Maddie points out that by being in the road, the stands take space away from cars rather than from pedestrians.
Cycle shorts

Enclosed with this newsletter you should find a BOOST leaflet. The idea is for employers to be able to offer their employees the chance to buy a new bike (and/or computer) at greatly reduced prices, in exchange the employer pays less NI contributions. At the moment the choice of retail outlets is limited, but look up their website for up-to-date information: www.boost.uk.com

BikeOff

BikeOff.org is a web logging site set up to find out where and how cyclists park their cycles, whether the facilities are adequate and how they could be improved. It has been created by designers linked to the Design against Crime Research Initiative from Central St. Martins College of Art and Design. More details from: www.BikeOff.org

Season of Goodwill?

By now some of you will have discovered that one of the convenient and semi-covered bike-parking spaces in Norwich has been outlawed. Yes folks, bikes are now banned from the railings outside of John Lewis, having been deemed inconvenient to pedestrians. The removal of some of the railings in St. Stephens is also causing some problems. Perhaps the City Council could open up their underground bike park to the public?

A distant relative of Nigel’s?

Finally, thanks to Richard Bearman for sending in the following, spotted in The Independent, 13th June, 2004.

Ken James’s neighbours knew he was a bit obsessed with bikes, but they didn’t know to what extent until he died. Police entering his home in Geelong, Australia, found every room in his three-bedroom house stacked to the ceiling with bikes, wheels, handlebars and saddles. All in all, he had more than 400 bicycles, which took them seven working days to remove. And how did Mr James die? He fell off one of his bikes.

Corretion: In Newsletter 54, page 8 “Letter to the Editor” The time of the first cyclist to break the 4-hour barrier in a 100-mile time trial should have read 3hrs. 58mins.

Editor’s Exit

This is my last edition of compiling the newsletter and my thanks go to Mike Savage for his regular supply of photographs and information (and for the kind words) and to all of you who have helped me, by sending in your articles, photographs, cartoon, snippets and ideas (and constructive criticism). Without you all there simply would not be a newsletter. The biggest thanks goes to Nicola, for her support and patience, who has had to put up with me shutting myself away and hogging the computer for hours on end every quarter. Good luck to whoever takes on the role - I’m sure he or she will get plenty of support and encouragement from the committee and other members.

So the time has come to hang up the eye shade and get down the cycle clips and ride off into the sunset. What? Oh, sorry . . . just a dream.

PS. If anyone is interested in editing/compiling future newsletters, please let us know as soon as possible - we are still waiting to hear from you!
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What’s Happening?

Family 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
These are expected to re-start at Easter 2005
Please contact Phyll on Norwich 435547 for ongoing programme

AGM
plus Christmas Get-together

Thursday 16th December 2004
at The Greenhouse, Bethel Street

AGM 7pm
followed by Bring and Share Meal
(note: The Greenhouse is a vegetarian establishment - no meat dishes please)

Beers, wines, soft drinks, tea and coffee, etc. will be on sale in The Greenhouse

* Bring along any cycling photos of interest *

All members welcome - come along, meet other members and have a good time!

Monthly members’ meetings
held at Saunders & Senior
2 Tombland Alley, off Princes Street, Norwich
on the third Thursday of the month, at 7.30pm.
Next meetings:
20 January, 17 February

Deadline for the next Newsletter is Friday 11 February 2005