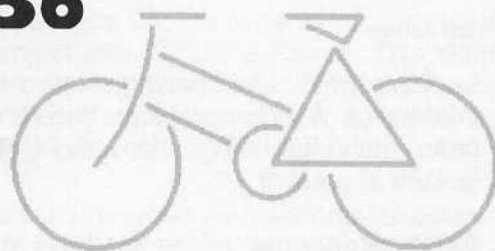


NORWICH CYCLING CAMPAIGN

Newsletter Number 56

March - May 2005

£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.

Bicycle Outreach reaches its 1000th customer

Age Concern Norwich's Bicycle Outreach service, which started in August 2004 (after a pilot scheme in 2003), helped its 1000th customer at the end of January. The scheme, which is presently funded by Norwich PCT has been very popular as it goes out into the community & is very approachable.

Kate Platt, Advice & Information Manager said, "We are very pleased the outreach service has reached so many older people & their carers in such a short time. Our Information worker, Richard Symon, takes the bicycle & trailer of information to many different

locations on 2 ½ days a week. These include being outside local supermarkets, in Anglia Square, the Community Hospital, at Housing Offices & to Sheltered Housing schemes & luncheon clubs.

The aim is to get information out to people who do not come into the city centre & we have found many people who have not done so for over 10 or 15 years. We not only carry information about our services but about other voluntary & statutory organisations as well, such as Carlink, HAND & social services".

If you want the bicycle & trailer to come to a venue near you, in Norwich, contact Kate Platt or Richard Symon on 01603 496333.

CYCLE PARKING - THE PERFECT ANSWER?

Mike Savage

With theft and vandalism on the increase and the cost of a decent bicycle up in the hundreds, it's hardly surprising that many serious cyclists will not leave their bikes anywhere in the city. The ideal cycle storage would be a locker, but banks of lockers would hardly enhance the city scape!

The perfect solution must be this "Biciberg" photographed in a Spanish city. Bici is the Spanish word for bicycle. Berg as in iceberg, most of which is out of sight. Here a locker is provided big enough for a bike and some luggage. Simply press a few buttons, put in a coin or two, put your bike in the box

which then disappears underground out of sight and out of mind! When bicycles eventually replace cars as the main form of urban transport, perhaps we shall see these machines lowering bicycles into the big empty spaces in former underground car parks.



"Bici is the Spanish word for bicycle. Berg as in iceberg, most of which is out of sight"



IN THIS ISSUE

Campaign News	2	More mutterings from Matthew	6
National News from CCN	3	Phyll's Philosophies	9
Chairman's Annual report	4	Chairman's Chat	11
		Contacts/ Dates for your diary	12

Campaign News

County Hall B.A.G

Jeff Jordan

Lockers are due for opening shortly - hopefully more information will be posted on this shortly. NCS has been gathering information about who uses the lockers at present.

Safety Concerns raised by BAG members have been passed to Antony Jackson of Mott MacDonalds (P+T partners). He is working on a feasibility study looking at changes to the County Hall driveway and mini-roundabout, with a view to making the area safer for pedestrians and cyclists. He has taken our comments on board and plans to incorporate these into his report.

The underground storage area is looking much better with an attractive paint job, better lighting and more Sheffield stands being installed today. This is something that we have actively been campaigning for.

Pool bikes for County Council Staff

Norfolk County Council has invested in ten bicycles for staff to use for work related travel; four of which are electric assist models.

The Pool Bike scheme was launched at the end of January. The aim of the scheme is to encourage staff to reduce business mileage in cars, thereby reducing car-leasing costs as well as congestion and exhaust emissions.

No sheltered bicycle stands for rail station just yet

NCC member, Mr D Davies wrote to 'one', the local train operating company, regarding the lack of sheltered cycle stands, for at the moment he uses the cycle stands in the Marks & Spencer car park. The reply that he received was disappointing.

"I am sorry that we haven't been able to offer sheltered cycle lockers at Norwich station. All of the stations now operated by 'one' Railway are going to be updated, so this will be something that will be considered. Unfortunately, I am unable to tell you when this will happen, as I am sure you can appreciate, there are many stations that need attending to. As Norwich is also much more up to date than others, this station is not a priority."

County Council reject Park & Bike idea

Katy

The University of East Anglia (UEA) recently made a request to the County Council for space to be given over to cyclists at the new Park and Ride site at Thickthorn. This would allow A47 and A11 commuters to park (preferably for free but at least at a reduced parking-only rate, as at Costessey) and then take advantage of the cycle routes being put in to the new development, or Colney Lane itself, to reach the Hospital, Research Park and UEA. The existence of cycle paths/ lanes on Newmarket Road also makes it reasonably feasible to park and cycle to the city. Ideally the facility would include secure lockers for overnight storage.

The County Council have unfortunately rejected the idea, with the crux being that the P+R site has to make money. At present, as far as I know, there is not even any room for a P+R service to the Research Park area, and only city services are planned. No parking-only ticket machines will be installed. Even an offer of providing funding for the cycle lockers was rejected.

Even disregarding the lack of support for Park and Cycle, the refusal of a P+R scheme to three of the biggest traffic generators in the area is disgraceful. But with a little imagination the County Council could so easily have put their support behind an innovative and useful scheme to help those who wish to go some way towards reducing their car use, but don't feel able to go over to 100% cycling. As UEA BUG co-ordinator I have spoken to people living in places like Attleborough and Loddon who would use such a facility.

New editor for newsletter

The new editor for the newsletter is Sean Austin from Milton Keynes. His address is:
11 Serpentine Court, Bletchley, Milton Keynes,
MK2 3QP

Email: some1orother@btinternet.com
Telephone: 01908 366381

Since Sean does not live locally, please submit any printed material, (or files on discs), to Jeff Jordan, who will then forward it.

New work for the chain gang

Inmates of Norwich Prison are now repairing abandoned bicycles that have been collected by Broadland District Council. The refurbished bikes will be passed on to new users in this country and overseas.

National News from the Cycle Campaign Network

Road Safety Bill

The Road Safety Bill, currently going through Parliament includes some measures that most people will welcome. It will make it easier for the police to detect uninsured drivers, by linking automatic number plate readers to the insurance industry database. It will be possible for the police to conduct roadside breath tests for drink-driving, although the drinking limit will not be altered. Using a hand-held mobile phone whilst driving will become an endorsable offence. It will become an offence to detect or interfere with vehicle speed detectors.

There are concerns that some measures in the Bill could lead to a greater risk of injury to vulnerable road users because the penalties for "marginal" speeding offences are to become more lenient.

Eric Martlew MP intends to propose an amendment to make it mandatory for cyclists to wear a helmet. However it is possible that the government will resist this amendment in order not to delay the Bill.

The Bill is seen as a "tidying up" measure and it will do little to improve safety for vulnerable road users.

Cycle use down in 2004

Cycle use fell by 14% in the second quarter of 2004 and a further 21% in the third quarter, compared with the same periods from 2003, according to a DFT report. These are amongst the greatest changes in recorded cycle use.

In the past, it has been claimed that DFT transport surveys under-estimated cycle use. However, the data has proved to be consistent over time, even if it has been incomplete. It is for this reason that the surveys are considered to be a reasonable barometer of changes in cycling activity.

Pictures wanted

The Cycle Campaign Network is creating a library of cycling images that can be downloaded from its website. The pictures should be sent in high resolution jpg or tiff format and finest compression. Please mention any copyright issues when submitting the pictures. Send your images to: webmaster@cyclenetwork.org.

B&Q appoints Travel Plan coordinators

DIY Store B&Q has appointed Travel Plan Coordinators in each of its stores, with a National Travel Plan Coordinator, John Miller at its headquarters in Chandlers Ford. Local cycle groups are being encouraged to contact the coordinators at their local branch if cycle parking is not adequate.

Take a Stand

Since 1996 Life Cycle UK, the cycle promotion charity, has run a project called *Take a Stand*. This simple initiative provides community groups, small businesses, shops, churches, schools, surgeries and others with free cycle parking stands.

In Bristol, the scheme works as a partnership between Life Cycle UK and Bristol City Council. Hundreds of stands have been installed and in a follow up study, 86% of recipients reported a fall in bicycle theft. Another 46% said that cycle use had increased.

Now Life Cycle has gathered its experiences into a comprehensive guide that is available to help others. It explains, in detail, how to set up, fund, administer, and monitor a community cycle parking project as a voluntary sector/ local authority partnership.

The guide costs £10 and can be obtained from:
Life Cycle UK, www.lifecycle.org.uk
86 Colston Street 0117 929 0440.
Bristol
BS1 5BB

SORENS CYCLES

17 Drayton Wood Road
(off Drayton High Road)
Hellesdon, Norwich
Tel: 01603 400764

*

Fully assembled cycles

Parts and accessories

Repairs

*Distributor of OKO
anti-puncture sealant*

*Collection and delivery
service*

Chairman's Annual Report

I was pleased to be elected chair of the Campaign, to follow Phyll's many years and notable achievements for cycling in Norwich.

Fortunately many members and those on the committee are able and active, so we have continued as a successful group this past year. Many members have helped out on our stalls at King Street fair, the Century Ride at the cathedral, Norwich City Open Day and the St Giles Street fair. Thousands of people have seen us and we have answered many enquiries.

Phyll Hardy continues leading rides, the St Georges Day the most publicised, Come and Try It rides, and Bike Buddy, as well as tireless letter writing, with many letters in the local papers.

Our excellent publicity this year is largely due to Sue Bergin, an expert in the field. Her weekly article in Saturday's EDP has encouraged many people to cycle the rides has written about, all over the county. The Campaign gets a mention each week. She also gained us a spot on radio Norfolk, when Sue and I talked to Roy Waller about National Bike Week.

We are sorry to lose the help of Sue and her husband Martin, following the move to their new bed and breakfast house in Beccles. We wish them every success.

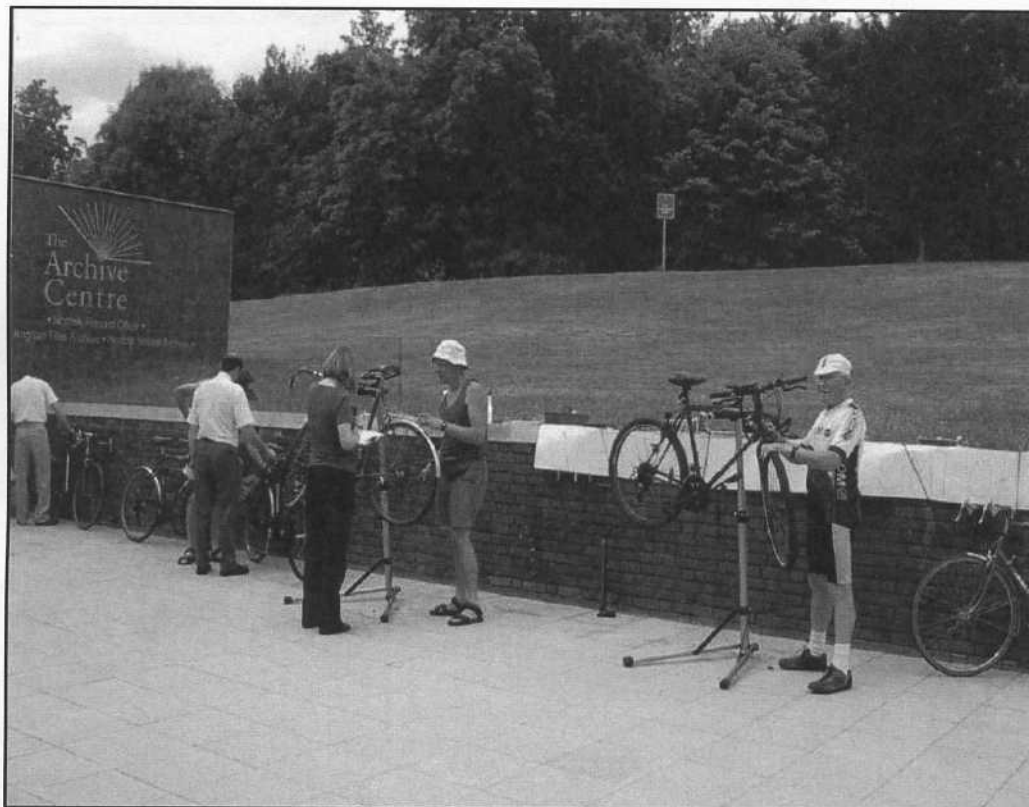
We also had time on radio Norfolk on the snowball pedalling picnic, which was a success, despite the cool weather. Many families enjoyed the ride, and the trial bike display by Team Revel was very impressive. The games were fun with a stunning performance in the slow cycling race from Matthew, who also provided the music.

On a more serious note, Matthew has used his extensive knowledge to try to ensure that we are consulted on traffic developments, and that notice is taken of our opinions as cyclists.

A web site is essential to promote an organisation like ours, and Ian Mold has very ably maintained our Website, and managed our membership, despite this illness. Rachel has worked well on the committee, making a major contribution to national Bike week and ride leading. Congratulations on their marriage, they make a great partnership



Sue with Roy Waller



City Hall and County Hall. We were able to improve every bike we checked, whether they were ancient or just a few days old. We do appreciate the many members who helped out these events, and to Norfolk county council who provided us with 2 super workstations.

Thanks go out, too, to all those I have not mentioned who have also helped and supported the campaign.

We hope to have an even more successful year in 2005, although recognising that people's time is precious and we must make best use of it.

Richard has kept our money well under control, and his report will give a picture of our favourable finances.

Nicola has been very efficient, as ever, in co-ordinating our affairs, and Ian Maunders and Mike Savage have produced our regular newsletters, which keep members in touch with our activities and campaigns. This will be a hard act to follow for the next editor. Nigel Howard and Sarah Elsegood have both contributed to our work, as have all those on the committee.

Thanks should go to Saunders and Senior for the free use of their office for our committee meetings. It's a very pleasant setting in such a central, historic building, and so handy for a drink at Take Five afterwards.

Our Dr Bike sessions have been very much appreciated by all those who came to our sessions at

With the County Council elections and probably a general election next year we should try to find candidates who are committed to putting into practice the ideals on increasing cycling to which they all pay lip service.

The new Freedom of Information Act should help our campaigning, and maybe we can facilitate more Bike User Groups with local employers. Lobbying for better traffic management schemes will still be important and National Bike week will give us more opportunities to publicise cycling. More ideas from members for initiatives, and help with campaigns will be welcome, so please contact members of the committee or use the website.

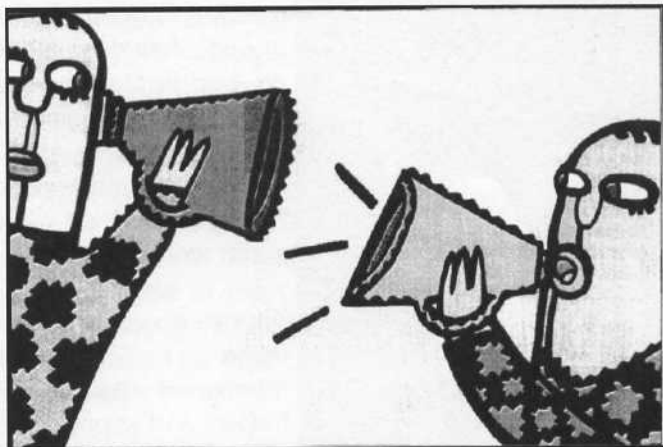
Membership and website figures

Membership (depending how you count it) has unfortunately dropped slightly since last year. It currently stands at 138 down from 145 last year, down around 5%. This is counting family groups as one member. However there are a higher number of family groups than last year, 41 compared to 36.

The website visitor figures are up about 10% month on month since last year. In June there were 247 visitors; the highest for any month since the website started.

There are currently 41 subscribers-to the discussion group and more messages have been posted on the group this year than in either of the previous two years since it started.

More Mutterings from Matthew



It's good to talk

Was it really only last time that I penned that pallid paragraph describing the exhilarating roller-coaster ride that was my 15 years' involvement with Norwich City Council's Cycling Forum? You'll recall that this body was originally set up in recognition of the value of two-way communication between decision-makers and bike users. I questioned just how committed the present City Council was to the Forum. Probably about as committed as your average Cycling Campaign member is to providing personal financial backing to the local Jeep dealership. In other words, not very. There I am being spiteful again, but how else could I interpret the Council's unannounced withdrawal of secretarial support about 18 months ago?



Cyclists can be frustrated people

Now that your intrepid reporter has moved off top table, he had been hoping to write a first-hand report from the floor describing the machinations of the latest meeting. Alas, I was foiled by our noble masters choosing to defer the meeting at short notice. The reason? Lack of caretaker support was mentioned. Anyway, the Forum did finally assemble, on a revised date I couldn't make. But I'm told that rather than

having to focus on bicycle issues, members were given the chance to consider whether to apply for a modest civic grant towards the cost of, guess what ..., secretarial support.

Moving into the Dark Ages

You will already have got the impression that Matthew is in particular gloomy mood this time. Maybe it's the lack of daylight, but you should also understand that a terminally Meldrewesque outlook is part of my job description. In fact it's the only reason I'm given any regular space to fill in this august and painstakingly proof-read

publication. The editor's thinking is probably sound. How else would you the reader be able to get through an otherwise uninterrupted sequence of sunny optimistic articles about healthy cycling, fresh air, efficient travel and excellent bike facilities in this utopian city of Norwich? It would be quite nauseating.

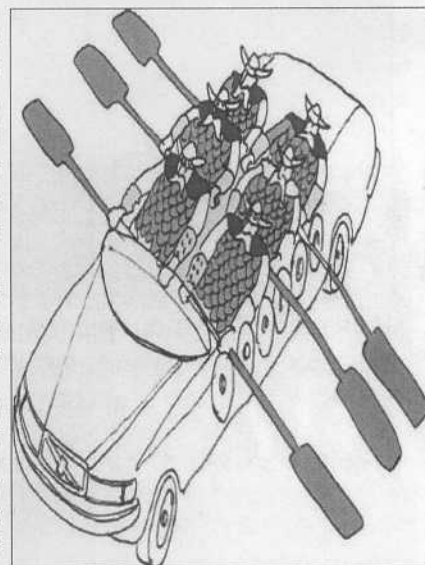
Even on a par with the County Council's press release about their new pool bikes.

Anyway, enough of colour and happy smiling people in gladiator's helmets. This is the real post-Roman world. According to my dictionary, the Dark Ages was so called because it was judged a time of unenlightenment and increasing obscurity. Thinking of the manner in which our transport decision-makers have been conducting themselves of late, it seemed an appropriate term.

We don't know a lot of what was going on during the Dark Ages (doubly appropriate then) but the benefit of hindsight tells us that various tribes were on the way, about to take over and destroy cities across Europe. Unless our leaders have the vision to defend us, I suspect we shall soon be seeing the modern equivalent of waves of Ostrogoths, Vandals, Franks, Angles, Saxons and Viking all lining up along Chapelfield in their 4x4s.

Nosey parkers' round-up

We must here consider an aspect of the rape and pillage inflicted on the fair city of Norwich by that most violent of tribes the Cyclists. It is their sickening and terrifying habit of locking their steeds to any fixed



The Vikings are coming!



Signs saying 'please don't buy our goods'

metal object that happens to be standing passively by.

Nowhere has this led to more outrageous scenes than outside that bastion of civility the John Lewis Partnership department store in All Saints Green (a misnomer if ever there was one). Since I mentioned this last time there has been a veritable cascade of correspondence between horn-helmeted members and the unfortunate PR person at JLP concerning the banning of bike parking outside the shop. Of course, we know it's really just tribal jealousy towards the private parking facilities afforded to the Motorists. However, the credibility of John Lewis Partnership's argument that the cycle parking ban was necessary because of the Disability Discrimination Act has long since evaporated. In the face of mounting evidence that their dinosaur-like attitude has lost them a number of their long-standing customers (the retail equivalent of shooting yourself in the foot), they are probably now just trying to find a route out. Taking away the ridiculous signs would be a good start.

Meanwhile, the Canaries are well over halfway through their (one and only) season in 'The Premiership', but there is STILL no sign of the abundant cycle parking that should have been in place at the time of the opening of the new Jarrold Stand.



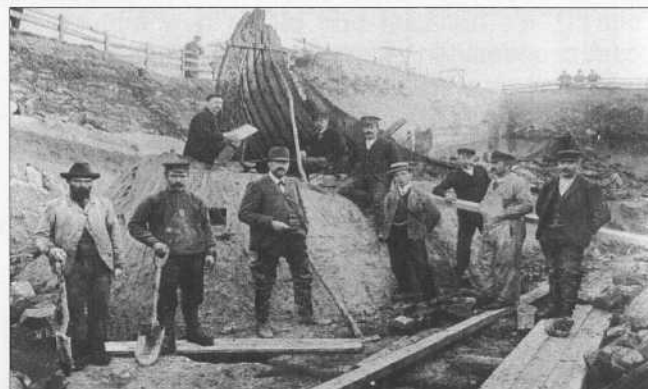
John Lewis Partnership employs redundant Santa to scare cyclists away from railings.

City Council planners have simply failed to enforce this one. And the consequence of having no coherent travel plan in place? Just look at the traffic jams after home matches. Beached long-boats everywhere. This failure is about as disappointingly predictable as discovering you've got up early and queued for 90 minutes outside the Carrow Road box office at 126th place in the line to buy one of the 120 tickets available for the West Brom match.

In regard to the smouldering conflict between buses and bike parking outside the railway station, I was going to say 'watch this space'. However, it may soon be a matter of 'what space?' because there won't be

a lot of it in the usual bike parking place once the new interchange is constructed. Your stalwart Campaign warrior is locked in negotiations as to how best to replace any lost cycle parking spaces and maybe get some basic improvements like covered stands and shield-rests.

The overnight disappearance of a rusty but well-loved set of heavy metal cycle parking stands from Gentleman's Walk is thought to be the work of a band of raiders in red chariots bearing the motif CityCrap or something similar. A fortified encampment seems to have been built nearby and earthworks are being erected.



Workers on Norwich Market burying their long-boat

Whilst on the forced subject of Vikings and cycle parking, I thought I'd let you see two examples of modern Nordic bike rack photographed during a recent winter raid into rain-sodden Bergen in Norway. So that's where all this came from.



(Left) Domestic bike parking. (Right) Spring is here...

Barking Dickey Decision

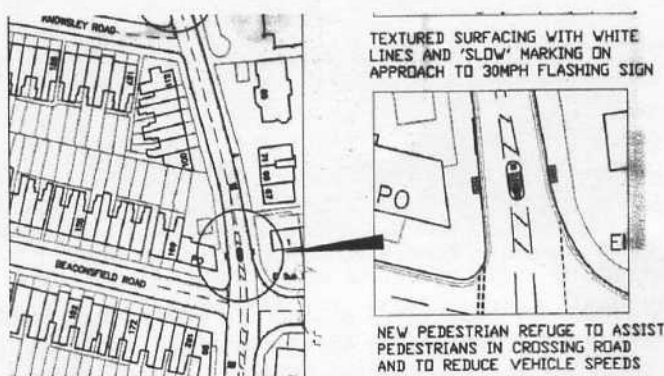
Readers who keep their ears to the ground will no doubt have been run over by now. For the rest of us, the recent decision by the Highways Agency Committee not to proceed with a well worked-out scheme to exclude motor vehicles from Westlegate is as incomprehensible as the punchline to a Norwegian limerick. It was supported strongly in the public consultation, the shopkeepers also wanted it, and even Norwich Cycling Campaign was in favour subject to a few peripheral issues.

The reason the committee (chaired by Councillor 'Smoking' Gunson) went their own way appears to lie in the political obscurities of inter-party rivalry. [As a

concession to you puzzled peasants, 'Barking Dickey' was the nickname of the thatched former pub which survives in Westgate just up the hill from the fine catering and carton outlet that we will not name.]

Every silver lining has a cloud

Yet another let-down this term was the decision by City traffic engineers to ignore our valid representations on a particular design issue and press on with a traffic calming scheme for Silver Road, the steep route rising up from Barrack Street towards Sprowston Road. It's not that we're against the principle of traffic calming (in fact we asked for it here when the Barrack Street mini-roundabout was put in), it's because one of the new features is a central pedestrian refuge (see diagram).

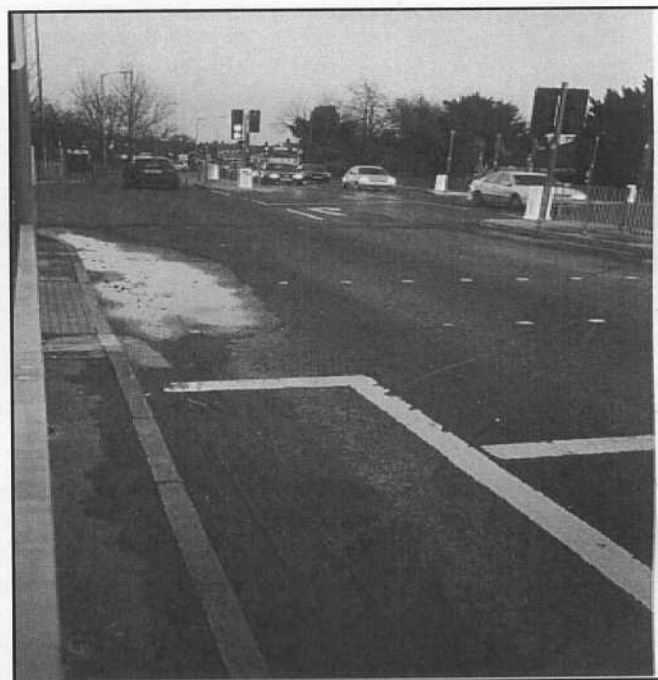


Cyclists as traffic calming.

Not only is this feature wasteful of road space but also will form an unnecessary pinch point and will undoubtedly cause intimidation of bicycle users from vehicles cutting in. When we finally got an answer from the officer concerned, he explained that, yes, the vehicles would cut in, and maybe you could head them off by riding further out into the road. Oh, that's all right then.



Silver Road in the good old days.



Puddle and SASL.

Rousing the god Thor

The changes that have been wrought over the last few months at the junction of St William's Way and Thunder Lane are the stuff of epic Norse legends. There isn't enough space here to list all the wacky features nor the changes made on the hoof. Suffice to say the user consultation on this scheme (which supposedly includes cycle 'facilities') was absolutely zilch. We warriors don't take kindly to such disrespect and there will be consequences. Among other things, we notice another appearance of the SASL, a Norwich speciality known as the Stunted Advanced Stop Line, not unlike the specimen that will shortly be unveiled at St Stephens. The one in Thorpe is actually severely stunted. Any suggestions as to what it's for, or what it did to deserve such mutilation, please do write in.

Civilisation to return

Friends, there is hope! Just a few more hundred years and we could have a Cycle Centre. It could be ready in time for the Normans when they invade, provided they can cope with just 30 lockers to put their loot in. As much has been decreed by the warlords in City Hall. Or at least, they're considering enforcing the original planning condition on the Chapelfield developers to provide the Cycle Centre, albeit somewhere else in the city. Maybe more news on this next time. Maybe not.

Phyll's Philosophies

A new book by the Dept for Transport, 'Walking and Cycling Success Stories', has recently crossed my desk. It features notable case studies from around the country which have been successful in improving the environment for walking and cycling and in influencing travel behaviour. Many of these could be used as examples for us in Norwich.

Addenbrooke's Hospital, Cambridge, Travel Plan is one of these. This hospital is similar to our Norfolk & Norwich University Hospital in being situated on the edge of town, sharing the site with university and research institutes. Around 9000 staff and students are present on the site, which is due for significant expansion over the next 20 years. The travel plan sets targets for changes in travel behaviour away from the car, to improve accessibility for staff, patients and visitors.

Addenbrooke's invested in car sharing and pool cars, ran promotional events for bus travel and improved the walking and cycling infrastructure, including the provision of over 1300 cycle parking places. The impact has been significant. Between 1993 and 2003:

- car use fell from 74% to 42%
- bus travel rose from 4% to 23%
- cycling increased from 17% to 25%
- walking increased from 4% to 7%

Bus use rose steeply due to service improvements, provision of a new on-site bus station and a discounted ticket scheme. According to one manager, Wyn Hughes, 'car park management has been particularly important in reducing solo car use.'

Bristol Royal Infirmary Cycle Centre is another scheme, more specifically to increase cycling. Improved on-site facilities for staff and visitors include:

- indoor secure (caged) cycle parking
- swipe-card entry system for registered users
- showers
- baggage lockers
- clothes-drying space
- cycle mileage allowance of 40p per mile for business
- information about recommended safe routes.

This effort has resulted in a doubling of cycling to work, with the Cycle Centre now catering for 217

registered users. Cycling has become accepted as a real and feasible alternative to car commuting.

Cycling in the Metropolitan Police Service originated as a pilot project two years ago to evaluate the benefits of using mountain bikes for police duties. Since then the number of bikes has increased from 30 to 400, with over 550 officers trained in their use with further increases planned. The bikes have improved officers' performance on the job and are used in street crime, plain-clothes surveillance, tackling anti-social behaviour, community policing and public order events.

Despite initial scepticism, the mountain bike teams have proved to be highly effective, and very popular with the public. Their speed and versatility make them very effective in pursuing suspects and making arrests within estates and through traffic. The bikes have also improved the fitness levels and well-being of police officers and reduced levels of sickness, while cycle patrols have led to more effective policing and made a real impact on areas suffering anti-social behaviour and drug problems. In Norwich, our off-road cycle routes, parks and estates could be equally effectively policed if we could persuade our officers of the benefits of using bikes.

Kesgrave High School, Ipswich, has long been noted for its policy of encouraging its pupils and staff to commute by bike, and probably has the highest proportion doing so (57% of 970 pupils) in the UK. It has achieved this by:

- providing secure cycle parking and lockers
- longer lessons than usual, reducing the number of books to be carried
- allowing pupils to arrive early and leave late
- cycle training and maintenance classes
- ensuring adjacent housing estates are provided with quality cycle routes
- teachers and staff who regularly walk or cycle act as role models.

In Norwich, Hillside Avenue Primary has aspired to emulate this achievement, but what happens when the pupils move on to high school? Neighbouring Thorpe St Andrew High has been granted sports college status but I haven't noticed any increase in the amount of cycling by its pupils. It surely is at the high school stage, as at Kesgrave, that effort must be put in to ensure the enthusiasm gained at primary level is maintained into adult life.

The London Congestion Charge, in operation now for around 2 years, has shown the following estimated outcomes:

- cycle traffic up by 30%
- reduction in congestion of about 30% within the charging zone
- reduction of 18% of traffic entering during charging hours, that is, 60,000 fewer car trips
- improved journey time reliability;
- traffic delays 30% lower
- 50% - 60% of commuters have shifted modes from car to public transport
- 20% - 30% of commuters who have shifted modes now use other routes or reduce frequency of trips into the zone
- 15% - 25% of commuters have switched to car-sharing, motorcycling or cycling
- much improved road conditions have
- created a marked incentive to cycle in central London.

USEFUL LINKS

www.norwichcycling.fsnet.co.uk

General Cycling

eastangliancc.org/Events.html
cyclejourneyplanner.org.uk
cycleweb.co.uk
whycycle.co.uk
bikeweek.org.uk

Government/ Politics

nationalcyclingstrategy.org.uk
norfolk.gov.uk
norwichareatransport.org/
dft.gov.uk

Campaigning

cyclenetwork.org.uk

Miscellaneous

biceberg.es/INGLES/index.htm

Pashley Trike - newly overhauled, tyres, brakes etc. With rack for box and trailer attachment. Twin child seats included. Will take a foldaway buggy too. Original dark blue frame and antique white trim.

£200 ono.

Call Jessica Goldfinch 01603-664 120.

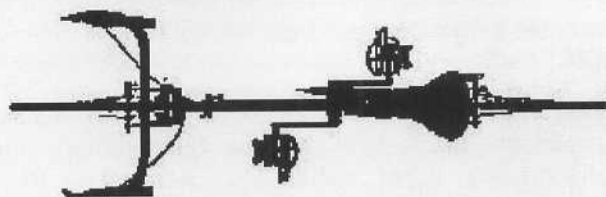
In spite of all the initial opposition to the scheme, it appears to have settled down and become accepted. Has business suffered through it? Carheads would claim of course that it has but I've not heard any evidence of this. With congestion in Norwich frequently at gridlock, we can only hope something similar comes our way in the not too distant future.

Unfortunately, there are no success stories in the book quoted from Norwich, although our cycling paramedic scheme could have gone in; the similar London one was featured instead. However, if we manage to get the County Council to support our innovative idea of a Park & Cycle from the new Thickthorn Park & Ride site to the UEA, NNUH and research park, it could make it into a future edition. Currently the County Council are against the idea on the grounds of cost!

Finally, here's hoping to see many of you on our new season's CATI rides. These will include some very short ones intended for those who've not been on a bike for ages. Please encourage your friends, neighbours and colleagues to join us.

Phyll Hardie

OFFICIAL DISTRIBUTORS OF DAHON
& BROMPTON FOLDING CYCLES



SPECIALISED CYCLES

80 Connaught Road, Norwich

(off Dereham Road)

Proprietor: Steve Holland

LIGHTWEIGHT SPECIALISTS, FRAME REPAIRS & REFINISHING, WHEELBUILDING, SHOES & CLOTHING

CAMPAGNOLO, MAVIC, SACHS, SHIMANO, SMART, AGUSPORT, BROOKS, CATEYE, CARRADICE, TA, TRELOCK, PANARACER, DE MARCHI, LOOK, 3TTT, CONTINENTAL, CINELLI, AMBROSIO, MKS, SAPIM, BUSCH & MULLER, DT, CARNAC, POLARIS, AXA, ASENDER, 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

www.specycle.co.uk

Chairman's Chat...

By Jeff Jordan

You will have noticed some changes in the newsletter, and these are down to our new editor Sean Austin. We appealed for volunteers to take over as editor in our last edition, and as copies go around the country to other campaign groups, Sean responded, and we gladly took up his offer. He had been producing the newsletter for the Milton Keynes Cycle Users' Group before it folded due to lack of volunteers, and wanted to carry on his interest. We are extremely grateful to Sean for taking on this task, which is so important to the Campaign, and hope he enjoys being part of our group.

Many thanks again to Ian Maunders who edited the newsletter so well for many years, and contributed so many articles.

So much is happening in Norwich at present, with all the changes in road layout in the city centre to improve bus travel in preparation for the new bus station, consultation on the proposed Northern Distributor Road (with vague references to improvements to sustainable transport measures and environmental changes which should accompany any new roads), Chapelfield development and the

planned cycle centre.

These are all opportunities for us to make sure cyclists interests are promoted. Matthew is representing our views on many of these issues, but letters to the press and interested parties can add weight to our case.

The committee needs to keep track of items belonging to the Campaign, stored by members. Please let me or Richard know what you have.

National Bike Week is from Saturday 11th to Sunday 18th June. So many members contribute to the rides, Dr Bike sessions and other events that NBW has been great fun and very successful in Norwich in past years, so we hope to do as well in 2005. Planning started at the February committee meeting but there is still time for you to contribute your ideas-come to the next committee meeting or contact any of the committee.

I thought about demonstrating my ability on the new unicycle Shirley gave me as a surprise at Christmas. However so far I can only travel from the gate to the back door, about 2 metres, so I don't think I will be a major attraction!

Bigger Bike Week in 2005

'Everyday cycling for health and fitness' will be the main promotional theme of this year's Bike Week, 11th - 19th June. More than 1,000 organisers are expected to run 1,500 local events, attracting at least 250,000 participants. Bike Week 2005 will include the popular Bike2Work promotion to local authorities, NHS trusts and other employers.



Promotional materials on offer to organisers who register will include stickers, balloons, posters, certificates and prize draw leaflets. An updated 'Dr Bike' free cycle checklist will also be available to help cycle campaigners get more unused bikes back on the roads.



NBW 2004

All registered events will be included in a searchable database at www.bikeweek.org.uk

Thanks to increased sponsorship from UK governments and the cycle industry's Bike Hub fund, Bike Week HQ will again be providing £5m public liability insurance for event organisers who have no other cover. Bike Week national co-ordinator Nick Harvey comments: "Cycling event organisers, especially volunteers, welcome the peace of mind provided by our insurance. In 2005 we will also consider insuring events taking place from 11th April, such as skills training and bike safety checks, if they are intended to increase participation in Bike Week."

Contacts

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

Website:
www.norwichcycling.fsnet.co.uk

Email
info@norwichcycling.fsnet.co.uk

Discussion group
norwichcycling@yahoo.co.uk

Newsletter editor	
Sean Austin	01908 366381
Chairman	
Jeff Jordan	01603 411898
Treasurer	
Richard Bearman	403415
Membership Secretary/ Webmaster	
Ian Mold	617505
Co-ordinator	
Nicola Maunders	405285
Consultations Officer	
Matthew Williams	503824
Other Committee Members	
Phyll Hardie	435547
Nigel Howard	502188
Rachael Wix	617505

Norwich City Council Cycling Officer
Tim Mellors 212538

Norfolk County Council Cycling Officer
Tim Jarvis 222230

What's Happening?

Come and Try It (CATI) Cycle Rides

April - June 2005

Easter Monday, 28th March, 10.30 am: meet at Thorpe End village green (bus stop) for day ride to Reedham. Pub lunch. Leader: Phyll

Saturday, 9th April, 2 pm: a 'Regain your Confidence' short ride for those who haven't cycled for some time. Meet at start of Marriott's Way (Barn Road roundabout), Norwich, for ride to tea stop at Drayton. Leader: Phyll

Saturday, 23rd April, 10.30 am: meet at Red Lion, Eaton, for St George's Day ride to Wymondham. Pub lunch. Leader: Phyll

Saturday, 7th May, 2.30 pm: meet Thorpe End village green (bus stop) for ride to Ranworth. Leaders: Jan & Malcolm

Saturday, 21st May, 2.30 pm: tba

Saturday, 4th June, 10.00 am: meet County Hall roundabout for ride to Bergh Apton Sculpture Trail

Leader: Phyll

11th - 19th June: National Bike Week - rides tba.

Note that afternoon rides have a tea stop. For further details contact the leaders - Phyll on Norwich 435547, Janet & Malcolm on Norwich 700134

CATI rides will continue throughout the summer and autumn - see forthcoming programme.

Monthly members meetings

Held at Saunders & Senior
2 Tombland Alley, off Princes Street, at 7.30pm
Next meeting:
March 17th

DEADLINE FOR NEXT ISSUE: 8TH APRIL