

NORWICH CYCLING CAMPAIGN

Newsletter Number 59

December 2005- February 2006

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Rage Against The Machine

Excerpts taken from messages posted on the Campaign's email list.

City Cycling

A1 I have been searching locally in vain for anyone with a more strident opinion on the car Vs. cyclist divide, having joined your campaign and read your past two newsletters you seem to be a pretty complaisant bunch, don't you do battle on the roads of Norwich every day or do you just do pub trips to Wroxham? Important as issues such as the provision of more city bike racks and improvements to cycle paths are, I feel that motorists attitudes to cyclists are the problem. Every time I use my bike I am putting my life in danger, we are treated as second class citizens and, whether it is right or wrong I feel I have to be more aggressive and obstructive in my cycling in order to defend my right to use the roads. There are no easy answers to this problem but I'd feel much happier knowing that I wasn't alone in this view or the only one who has resorted to kicking cars, shouting at taxi drivers and flyering urban 4x4's in order to cycle in safety. I'm sure I've opened up a hornets nest by posting this but it'll be interesting to hear others views.

J I wonder if some of the car drivers who have recently forced me off the road have just had an unpleasant encounter with you?

I can't think of any situation which has been improved by random aggression ...

There is off course much more that should be done to encourage cycling and make it safer for us all. I will stick with the political process.

Critical Mass

A1 Does anyone know if there are still Critical Mass bike rides in Norwich? Would anyone be interested in joining up for a mass ride round central Norwich? Maybe we could have a large slow demonstration as a show of support for the Cycling Campaign.

P We used to have critical mass rides around the city, back in the bad old days. But the City Council got the message and gave us some cycle facilities, such that we've given up such demos.

I just wish we could motivate the Govt to make a more realistic effort, as they do in Europe. However, Norwich Cycling Campaign do their bit by organising the CAT (Come and Try It) rides fortnightly from Easter to October - we've been doing them for 15 years now. We've managed to capture lots of 'wannabe cyclists' from among former committed motorists. I think this is the way to go about it, not get rude and aggressive. That's just puts people off and gives all cyclists a bad name.

A2 I agree that the attitude of *some* motorists towards cyclists is a problem, but maybe that's due to an inferiority complex (especially with 4x4s[!]) or even just plain incompetence, so don't feel you are being victimised as a cyclist.

I'm in no doubt that most of the time [that being aggressive to a motorist] will make no difference because the driver is a selfish ... who knows no better and should be pitied. In fact, I think most of the time it will more likely confirm to the driver that they got the reaction they desperately craved and that it will be worth trying the same manoeuvre again on the next victim.

So yes, you aren't alone in your view that cyclists are treated as second class citizens by *some* motorists, but hey, try to chill out and set a good example to other road users. It is wrong to be more "aggressive and obstructive", but right to be more assertive, not to mention *very* smug when you are sailing past a line of stationary cars!

S [newsletter editor] I make no apologies for making the newsletter too complaisant for your liking. My personal bias is towards utility and commuter cycling in an integrated transport environment. I am an outsider so I do not know ... what outside bodies read it. I can only put in what I receive I would like to receive more articles with varying points of view from more members.

Having visited Norwich for the first time and having seen how compact it is, I cannot see why people use the bus service let alone drive in Norwich. I am sure it would be quicker (or just as quick) for most people walk or cycle in the area. Most of the cyclists I know also use a car. As someone who has owned motor vehicles in the past and has used PT recently, I know why people think they could not live without their cars.

Commission for Transport Equality

A drive to end discrimination against cyclists by the car lobby.

Cars should be designed to leave the showroom with no lights or security.

Drivers could choose from a range of clip - on lights, and chain their car to the nearest tree for safekeeping.

Cycling on pavements by adults will be met with a punitive fine by traffic wardens, who would first issue tickets to every car in the city parked, and therefore having being driven, on the pavement.

Jeff Jordan

Train Station Parking

An abridged excerpt from Matthews posting to the Campaign's email group.

Norfolk County Council are at it again. They want to build a bus interchange at Norwich Rail Station (that's fine), but by taking most of the space currently used for the bicycle parking (that's a disaster). The number of parking spaces would effectively halve, a few of which would be put under cover. Needless to say, none of the car parking spaces are affected by the proposals!

The main grounds for our concern are as follows:

1. Misleading representation of number of cycle parking spaces

The present provision for cycle parking provides maximum capacity (ignoring access considerations) for 110 bicycles. The proposed cycle parking provision would only have a total capacity of 52 bicycles. This represents a more than 50 per cent reduction in the cycle parking capacity. Recent daytime surveys have indicated that between 45 and 65 bicycles regularly use the existing stands. There does not seem to be any recognition that a greater amount of cycle parking is required to meet future demand.

2. False claim of 'relocation' of cycle stands

The applicant claims that the 20 double-sided stands that are to be removed will be 'relocated' to the south side of the station building. This is specious because all of the new stands shown on the application drawing are already there (15 are in place) - or have only recently been removed temporarily (accounting for at least another 10) for the area to be used as a builder's compound. The reality of the proposals is that there will be a significant net reduction in the total amount of cycle parking.

3. The proposals are in conflict with Local Plan Policy

The effect of the proposals is to encourage a modal shift AWAY FROM cycling in favour of public transport. This conflicts directly with Policy TRA3 of Norwich City Council Local Plan, and other policies which are intended to promote cycling. This regrettable and avoidable situation has arisen because the space needed for the bus interchange has been reallocated mainly from space currently dedicated for the amenity of bicycle users. To accord with adopted policy, the required space should have been reallocated from car parking space (either directly, or by conversion of car parking spaces to replacement bicycle parking).

4. The cycle parking 'relocated' to the south of the station building is not acceptable

The cycle stands along the south external wall of the station building are 'tucked away' and are perceived to be

- (a) insecure because of the lack of passive surveillance,
- (b) unsheltered and thus exposed to adverse weather,
- (c) inconvenient for bike users approaching the station from the north and west,

5. No information has been provided on design of covered shelter

Although the principle of including some covered cycle parking is welcomed, we've been given no information on the design (including height) of the proposed covers to some of the cycle stands. Lighting and personal security issues have not been represented adequately in the application drawings.

We are not in any way opposed to the concept of the proposed bus interchange, but we cannot support it until the proposal's adverse impacts on cycling parking are fully mitigated. This has been the consistent view we have expressed from the outset.



Composite view of existing main cycle park. Photographed 09.11.05/1400hrs. Counted occupancy 75 bicycles + 7 motorcycles (also 5 bicycles + 6 motorcycles on south site).

STOP PRESS!

SEE MATTHEWS
ARTICLE ON
PAGE 9 FOR AN
UPDATE ON THE
STORY

News

Bug Meeting

Norwich Cycling Campaign's 'Bicycle User Groups (BUGS) and working with employers' open meeting was held on Thursday 15 September at The Greenhouse.

Jon Osborne, Norwich City Council's Sports Development officer reported on 'Fit City', a health and fitness initiative at City Council involving stepometer trials, Bike Week events, Bike2Work and the Bikes4work - a scheme that allows people to buy bikes from their employer and benefiting from tax-free saving 35%. The City Council also intends to improve existing facilities with changing rooms to be put in and the cycle shed to be tidied up and install a noticeboard.

The problem of where cyclists could keep their spare clothes etc was discussed. Lockers could be a problem if keys were not returned rendering lockers useless. It was suggested that swimming pool type lockers, which have a coin operated or swipe card system. Another option would be to charge a deposit on keys and keep a register of users.

UEA have been able to make a lot of improvements because they have a paid transport co-ordinator. This includes covered cycle parking, raising awareness of cycling and a mileage allowance of 25p per mile. Bike theft and vandalism is still a big problem at UEA. Car parking permits have been taken away from those living within one mile.

Jeff Jordan produced a map showing cycling times and distances from County Hall. This could be produced for other workplaces.

County Hall currently has a scheme where employees are not allowed to use the car park for 1 day each month. This may be increased to 1 day every 2 weeks.

David Cumming of Norfolk County Council raised the issue of people needing to estimate their cycle mileage if they did not have a cycle computer although this would not cause great problems. (Drivers estimate mileage at times after forgetting either to use their trip milometer or to record it at the time.) It was suggested that a flat rate be paid for all forms of transport.

Michael Dale of the Valuation Office Agency at the Inland Revenue said that the Inland Revenue pay 12p/mile mileage rate although rate allowed is 20p/mile.

It was mentioned that cycling makes people fitter and more likely to turn up for work and also reduces the amount that needs to be spent on maintaining car parking spaces. Some employers offer free insurance for people using their bike for work through CTC.

Wish list to encourage people to cycle to work:-

- ✓ Secure, well-sited cycle parking
- ✓ Dr Bike held at work place
- ✓ Cycle maintenance sessions for employees
- ✓ Employers to provide free bike repairs, in conjunction with local bike shops
- ✓ Cycle proficiency for adults
- ✓ Bike buddies
- ✓ Encourage senior managers and directors to cycle more and act as role models.
- ✓ Route planning - produce a map highlighting the best and 'safest' routes. Better signposting
- ✓ Modal priority make cycle and pedestrian access a priority
- ✓ Design roads for people, not bikes, pedestrians or cars.



The meeting in progress

Secure locker facility in City Centre?

Jamie Wayland would like to set up a cycle centre in Norwich, providing secure parking. He would be interested to know what other members think of the idea and if they were to use it, what facilities would they like to see. He can be contacted by email: thejamiew@hotmail.com, or by post: Cycle Locker, 75 Denton Road, Norwich, NR3 4DP

Local School an example to others

The Evening News website reported on the 11th November on a local school which is being held as a good example of how to encourage more children to cycle or walk to school for other schools throughout the country to follow.

Hillside Avenue Primary School created a school exercise plan to deal with concerns about poor parking at the front of the school. The school tried a walking bus scheme but that proved impractical at the time and was abandoned. But at the same time children were encouraged to cycle to school. Now 70% of the school's pupils cycle there.

Local News

Been to Sloughbottom Park recently?

The park is just off Marriots way/ Sustrans route 1 towards Drayton. A local BMX club called the Norwich Flyers have got together with the City council to build a very large BMX track with big jumps and banked bends.

From what I hear the Flyers have managed to raise over £40,000 themselves towards the cost. The track is looking fantastic, although not quite finished it is rideable and very good fun. The guys from the club are working down there most evenings and weekends on a voluntary basis and are also teaching the younger kids how to safely cycle round the track.



On a dry day there are usually up to 20 kids from 6 year olds upwards all having a really good healthy time learning to control their bikes and pedaling over the ramps and jumps. There are going to be serious race days for BMX racers once the track is fully completed, these dates can be found on the Norwich Flyers web site or on the BMX UK site.

For getting young kids interested in cycling and for giving them a healthy active sport this track and the people working so hard to make it happen is the best thing Norwich has ever had.

Andy Page

Bicycle repair club for asylum seekers

This is a new club, starting in January 2006, to offer bicycles and bicycle repair skills for asylum seekers. Though exact times and dates are not set, the club will probably run on a Saturday afternoon from a large workshop venue behind Anglia Square (with a useful car park, empty at weekends, for Cycling Proficiency tests). We welcome any volunteers on the project, particularly through the Buddy Scheme, so that asylum seekers can learn safe and easy routes between home and their favourite city haunts, or just interesting places you can reach on a bike. I also intend to

open the club to local young people, especially those who are 'out of school', because our organisation's ethos is to encourage different social and cultural groups to get to know each other through joint activities.

If you want to know more details on the project, or indeed offer your thoughts, time, or suggestions, please get in touch with Alice on 01603 418 325, or alice@macunlimited.net. I'll be co-ordinating the club, and you'll find me on my bike most days of the week. But I am definitely NOT in charge of repairs, just the project cash flow (what.... you say the two go together?!!)

SOREN'S CYCLES

(established 1994)

17 Drayton Wood Road
(off Drayton High Road)
Hellesdon, Norwich

Tel: 01603 400764

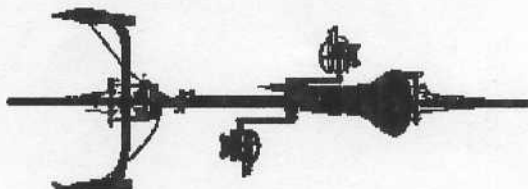
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E-mail: specycle@lineone.net

www.specycle.co.uk

National News

Travel awareness grows in Scotland

Research for the Scottish Executive suggests that public awareness of travel initiatives may be increasing. Particular improvement is seen for issues related to congestion charging and climate change. The Executive's "Choose Another Way" campaign appears to have been successful in getting many people to think about how they travel.

Although the high levels of car dependence have not changed, most people use more than one transport mode at different times. Supermarket shopping is the most car dependent journey type. 55% of car users say they would like to reduce their car use but there are no practical alternatives, whilst 37% say they are not interested in driving less. However, only 11 % of car drivers indicated that they could not practically use a bus, train, walk or cycle for any of their journeys.

More than three-quarters of respondents agreed that people should be encouraged to walk, cycle or use public transport more, just 4% disagreeing. The people most likely to cycle are "car - sceptics" or "aspiring environmentalists", who would also most favour restrictions on car use. These two groups comprise 34% of the population, suggesting significant potential for modal shift.

Cycle 50% club

Kingston Council has just completed an innovative trial whereby employees were equipped and given coaching to become commuter cyclists. The scheme, managed for the council by the Company of Cyclists, involved twenty employees of the local authority and the Primary Care Trust. It had been commissioned by Transport for London, to see whether in depth support in cycling for individuals could result in a switch from car use.

The scheme provided employees with a bike, training, route planning and a cycling buddy to encourage cycling to work for at least 50% of their journeys during a three - week period. The participants were encouraged to keep a diary of their experiences.

The experiment was conducted during July, a month with a lot of good weather. For eighteen of the participants it proved to be a hugely positive experience that they say has led them to being convinced that cycling could be for them. For example, Al Mawji, a 39-year old Finance Manager, says he saw his confidence and fitness increase during the experiment and he clearly sees the benefits that cycle commuting can bring to his life.

The progress of participants will be followed up in six months time to see if a longer-term change has been achieved, but early reaction is promising.

Please send any material for the next issue of the newsletter in by the weekend of January 7 & 8 th to:

Sean Austin, 11 Serpentine Court, Bletchley,

Milton Keynes, MK2 3QP.

Email: some1orother@btinternet.com.

Signs of the old times

Traditional Direction Signs. Traffic Advisory Leaflet 6/05.

A new Traffic Advisory Leaflet gives advice to local authorities on the repair and conservation of traditional 'fingerpost' direction signs as are still to be found widely along country lanes. These signs should be repaired and conserved in traditional form in order to retain local character and identity, says the Department for Transport, which has issued the guidance in conjunction with English Heritage, the Countryside Agency and CPRE.

The advice also gives guidance on how these signs might be reintroduced to be more compatible with the character of minor roads than their modern counterparts.

Clampdown on pavement parking In Weston - Super - Mare

In a recent newsletter, Bristol Cycling Campaign reported on a new leaflet published by Avon and Somerset police together with some local authorities in the area. The leaflet publicised a campaign against pavement parking in Weston - Super - Mare during October.

The BCC commented that the clamp-down on pavement parking "could be a useful tool for cyclists who find their paths frequently blocked by pavement parking that also obstructs cycle facilities."

The leaflet gave five reasons not to park on pavements:

- 1 It obstructs the pavement, forcing pedestrians into the road.
- 2 It damages the pavement, causing accidents and requiring expensive repairs.
- 3 It creates a hazard for people who are blind or partially sighted.
- 4 It creates particular difficulties for people with disabilities or those with pushchairs.
- 5 It is illegal and you could be fined.

Bristol Cycling Campaign have designed a flyer for putting under the windscreen wipers of vehicles that are illegally parked on the pavement. The leaflet can be downloaded from the "resources" page of the Bristol Cycling Campaigns website.

www.bristolcyclingcampaign.org.uk/

The Mersey Cycle Campaign Newsletter "Pedal Press" also had an article on pavement parking. According to their local authority "where there are waiting restrictions (single or double yellow lines) they extend from the back of footway to the centre of the carriageway. Many motorists seem to think they only apply to the side of the actual carriageway."

Chairman's Chat

Jeff Jordan

How do we encourage cycling in the dark evenings and wet and windy days?

For those of us who can choose between a warm dry car with our choice of radio or CD playing, it takes commitment to cycle, and it is less attractive for new cyclists. Once in a routine of cycling it's not such a challenge, and even on snowy days there is a hard core of people on bikes regardless of the weather. So the more we can get people starting or returning to cycling through the good weather the more some will carry on regardless!

We can carry on campaigning, devoting our energies to lobbying, letter writing and meeting. As you will see from the article, our bike to work meeting was successful, with a good mix of people from different work settings, with some employers representatives. Also school cycle training continues to develop, with a staff training contract extended, so please carry on asking for training at your local school, so the County Council responds to the demand.

There are some good initiatives around at the moment, with possibilities of a mobile mechanic, workplace cycle maintenance, a new consultation framework with the city

council and a scheme to help asylum seekers to take up cycling.

The better known our group is, the more we are contacted by people on cycling issues, and we can support any ideas in their early stages. Publicity on local radio and TV, on the press and on our website have all helped to keep us in the public eye in Norfolk.

Our newsletter also goes to the Cycling Campaign Network and is distributed to all 65 groups around the country, with us getting some copies in return. These are circulated round the committee via our mail box at the Greenhouse, and members are welcome to make arrangements to read these newsletters.

We will be at the Greenhouse for our AGM and Christmas get-together on Thursday 15th December, with a free buffet, so please come along. We always welcome interested members to join our committee, especially to help with publicity and newsletter work, so please let us know if you would like to be more active in the campaign and come to the AGM.

USEFUL LINKS

www.norwichcycling.fsnet.co.uk

Cycling (www.)

eastangliancc.org	East Anglian Cycling Club
cycleweb.co.uk	Cycleweb cycling directory
whycycle.co.uk	Whycycle. Advice site
bikeweek.org.uk	*2006 Bike week announced*
bikeforall.net	Bike For All
biceberg.es/INGLES/index.htm	Underground bike storage
cyclenetwork.org.uk	Cycle Campaign Network
ctc.org.uk	Cyclists Touring Club
Eurovelo.org	European Cycle Route network
ecf.com/discover/index.htm	European Cyclists' Federation

Other sites

nationalcyclingstrategy.org.uk	National Cycling Strategy
norfolk.gov.uk	County Council
norwichareatransport.org/	Norwich Area Transport
dft.gov.uk	Department for Transport
norfolk.police.uk	Norfolk Police
broads-authority.gov.uk	Broads Authority
transport2000.org.uk	Transport 2000
brake.org.uk	Brake
onerailway.com	ONE trains
travelinesoutheast.org.uk/	Traveline
mynorfolk.co.uk/norfolk/first_bus_norwich_timetable.html	
Centraltrains.co.uk	Central Trains
greenhousetrust.co.uk/	The Greenhouse

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Webpage editor: Oliver Stretton-Downes 483353

Newsletter editor: Sean Austin 01908 366381

Other Committee Members

Phyll Hardie 435547

Nigel Howard 502188

Rachael Mold 259207

Mike Savage

More Mutterings from Matthew



Please, no more gripes from Norwich cyclists...

The pressure mounts

Whatever you may have thought of the City Council's Cycling Forum (1990-2004 RIP), and maybe you didn't trouble yourself with thinking about it, it did act as a sort of safety valve where real cyclists could let off steam about their particular pothole, layout or other gripe. Consequently, since the demise of the Forum there has been a growing catalogue of rumblings, some of which are directed via my in tray, as if it's my fault. In the absence of a cycling officer at City Hall, I felt obliged to seek a sympathetic councillor onto whom I could at least unload the burden on a regular basis and who might maybe even get some things done. I suspect Hereward now wishes he hadn't agreed.

The most frustrating types of cycling issue are those that are avoidable or easily rectified, but seem to require vast effort to enable the machinations of power to grind into action. By way of example I can however report a minor success. You'll recall our efforts in getting the traffic-free West Pottergate route into the city opened last year. Well, one day, a builder's compound appeared at the top of the slope to the underpass, completely and obviously blocking the carefully crafted dropped kerb intended for cyclists. An email to the said councillor (plus the local warden), and before you could say "Please don't take offence, but...", the fence had indeed been taken and shifted, unblocking the route and allowing several hundred cyclists who had been jammed up right back to Earham Road to gurgle down into the city centre.



Before and after the blockage at West Pottergate

A new day dawns

Great rejoicing across the land. The new retail emporium has opened and along with it comes glad tidings for all tropical birds with large beaks. We have a new Toucan crossing at Chapelfield. And for the equally colourful but

less ornithologically challenged of us, we have a new place or two to leave the bike (or so it seems the motor scooter, or 750cc Kawasaki) before joining the happy throng flocking into the balmy paradise to walk about a bit, think about buying a new top or maybe not, ogle at a new cool pair of trainers or other gear and stuff.

Cycle parking security has always been an issue in the city centre, so it is good to see that the Chapelfield managers have brought in hand-picked top-notch armoured security personnel all the way from the sub-continent to stand and guard your machine from all insurgency. And don't try and distract them or make them blink, they're doing an important job.



Defending freedom and democracy

And there's more

If the private security initiative at Chapelfield proves successful I've heard that the City Council's new Chief Executive will consider using some of the money saved on the Cycle Centre for a new band of City Centre Community Power Ranger Wardens, who will jump out from behind lamp-posts and remind us to lock our bikes up and don't leave your cycle clips dangling on the crossbar or you'll find them gone when you come back with only yourself to blame sort of thing.

Notwithstanding our City Council's cutting edge approach, we eccentric peddlers do know that it would be rather better to spend a little dosh on some more bike stands (but do say if this is just too boring). More stands would save having to find railings, lamp-posts, scaffolding, trees, pop-up urinals and other inferior substitutes. When I put this suggestion to a council officer, I was told they'd prefer not to allow any more cycle stands to be installed because people only keep using them. Unlike what happens when they build new car parks, then.

Your intrepid columnist took an hour or two away from the typewriter to carry out a little recky of city centre public bike parking sites, just to get a handle on the scale of the problem. Here's a summary of the findings:

Location	Accommodation	parked bikes
Brigg Street	3 stands	9
Castle Mall/Castle Meadow	14 stands	18
Guildhall	16 stands	29
Forum, top of steps	7 stands	7
Guildhall	16 stands	29
Hay Hill railings	Railings only	5
Little London Street	7 stands, railings	7
Millenium Plain, TheatreStreet	12 stands	19
Opie Street (top)	5 stands	8
Orford Place (cobble area)	3 stands	10
Pottergate (shopping parade)	7 stands	13
Railway station	55 stands	69
St John Maddermarket Church	railings	9
St Peters Street (Next)	15 stands	28
St Peters Street (Bethel Street)	5 stands plus railings	21
Theatre (opposite side of road)	5 stands	4
Timberhill (top)	3 stands	8
Total	165 stands	280

This may not be a particularly scientific a survey, and I'm sure I left out some obvious official/unofficial sites, but it does show a certain demand for cycle parking in the city centre, and one that is barely being met by the modest number cycle parking stands provided.

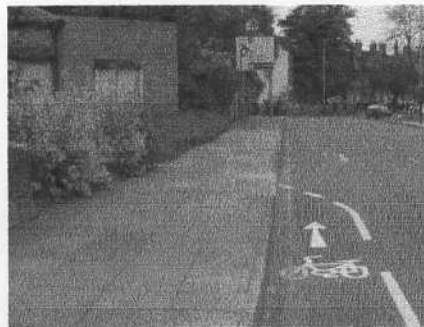


Guildhall conglomeration

Wacky exit strategies

Not far from the mighty mall is the splendid new folly I was trying to describe to you last time. With giddy speed the road works were completed and merry paint was splashed around to decorate the carriageway surface.

After all our efforts getting some kind of rational solution (the words 'job', 'bad' and 'best' figure here) you can imagine our surprise to see these cryptic, nay surrealist, markings suddenly appearing one Sunday morning to 'guide' people on bikes exiting the roundabout. The line-painter (Pollock by name) must have had rather a late Saturday night, or else his mentor has clearly failed to grasp what those carefully-positioned dropped kerbs are meant for.



Nip up the kerb? Actually the opposite at Convent Road.



Cyclists have but a brief existence in the offside lane at Cleveland Road.

The worst error is on Convent Road, where the markings direct on-carriageway cyclists to get up on the kerb at the position intended for off-carriageway cyclists to return to the carriageway! Needless to say, Matthew has had to do some further back-of-the-envelope drawings (showing hatching not cycle lanes) and now it's the long wait for the contractors and their artists to put it right.



Approaching Chapelfam Roundabout from the east.

More fossils discovered

Last time I included a picture of the return of the phantom bike lanes at Earham Road. A similar example of 'you can't keep a good line down' may be seen at the Thorpe Road outbound approach to Harvey Lane, where multiple visible line markings cause confusion to bike users and drivers alike. Not helped by dubious alignment of the cycle lane which was added when the junction was re-jigged a year or so ago. Obviously painting over old markings is not quite the same as burning them off like they did in the good old days.

View back from the junction showing ghost markings.



Thorpe Road, eastward approach to Harvey Lane.



The art of plume dodging

Gasp. Next newsletter I hope to include an in-depth feature on how to breathe. Yes, it seems we do live in a nanny state. No, what I mean is, there is a whole subject area (indeed a veritable PhD thesis) on the subject of roadway air pollution and how we, as living/ breathing bicycle users, can more effectively negotiate our lungs through the ever-diminishing pockets of breathable air on the busy streets of Norwich. Experienced riders consciously or unconsciously develop all sorts of breathing techniques to avoid gulping in a neat extract - of - turbodiesel as you come up behind that bus as it roars away. We should regard this as one way of taking a stand, defying the authorities' evil attempts to snuff out the folk of Norwich by a fog of diesel particulates cunningly sprayed from vehicles disguised as buses, to add to the sprinkling of cadmium dust from above.

This is where you come in. I would like you to offer your thoughts and tips on this issue. For example, how do you position yourself behind a bulbous vehicle pumping out copious fumes, like a bus or a Range Rover? Do you regularly wear a face mask? Are you that person who rides down St Stephen's wearing an oxygen cylinder and aqualung? How many times recently have you needed roadside medical help to revive you after being found asphyxiated? Please send your contribution via our discussion group at norwichcycling@yahoo.co.uk or write in. Give us a lungful.



The Last Battle ... or Showdown in the Station Car Park

Don't say that your newsletter doesn't contain hot-off-the-press information. I've just staggered out of a show-down meeting with the County Council intended to head off the prospect of their bus interchange not receiving planning permission following all the objections raised due to the potential loss of cycle parking.

This particular campaign of ours has been tough, sustained and involved some nifty footwork. Thank you to everyone who has participated.

The outcome? I think we have a result, subject of course to seeing final drawings which is always a big 'if' issue with the County. I am however hopeful we will get 10 per cent EXTRA cycle parking spaces at the station in roughly the same position but spreading closer to the station building,

with at least 20 stands under cover and all at 1000mm spacing. It will be tight but usable, and far better than the original prospect. The new cycle parking will be done in conjunction with the construction of the bus interchange. Moves are also underway to put in (in due course) a limited amount of short-term cycle parking outside the ticket office windows (you wouldn't believe how much is involved trying



to get this past English Heritage and others). We're content to allow the big blank south side wall of the station building to be used for motor cycle parking. More detail on this outcome hopefully on the newsgroup and in the next newsletter. Off now to bathe wounds and have a nice cup of cocoa.



Montage showing bus shelter and cycle parking area

BOOK REVIEW

'Cleopatra's Needle' - Anne Mustoe (Virgin Books, 2003)

Early retired headmistress Ann Mustoe was inspired to take up cycling after seeing an intrepid lone cycle tourist in Australia and, with little experience or fitness training, set out herself on her first round the world tour. The account of this trip is given in her first book, 'A Bike Ride'. Having done it once Anne set out to do it again, this time in the other direction. The account of this second ride is related in 'Lone Traveller'. For me, these were both inspiring tales.

'Cleopatra's Needle' relates the story of her ride from London to On in Egypt, in an attempt to follow the route that the obelisk of the title possibly took in its journey. As a classical scholar Anne was interested to find out more about Cleopatra and her contemporaries. She decided that, due to its length - 68' - and weight - 180 tons, the obelisk probably travelled by water. So Anne cycled beside water as much as possible during her journey, beside rivers, canals and the sea. She travelled through rural France, crossed the Alps, passed through the great Renaissance cities of northern Italy, along the dazzling coastlines of Greece and Turkey, through Syria and Lebanon and up the Valley of the Nile. She was very unlucky in experiencing the most appalling weather, with roads and bridges washed away by floods as well as other misfortunes. However, she reached her destination safely after several grueling months. I found it a fascinating account, although I don't think I'll be following her example!

Phyll Hardie

Ian Mold



deeply, the mind being in synch with the body and being part of his surroundings that inspired him.

We first started cycling together back in 1991 with a (for us anyway) mammoth trip around southern Ireland - 4 weeks and approx 400 miles with camping gear. We were eating packets of biscuits each day, enjoying being out in the fresh air and seeing so much more of the countryside than the coach and car trippers. From then on, cycling became a way of life, a way of travelling round Norwich and a way of having wonderful weekends exploring the Norfolk countryside.

Enjoyment of a previous cycle round Norfolk and wanting to recognise Ian's request for any donations to go to the Big C Appeal, has prompted Phyll Hardie to organise a week's sponsored cycle round Norfolk from Saturday 6 May to Saturday 13 May. The route will be in memory of Ian and also David Hood (a member of the Campaign who also died of cancer in April 2002) and will take in places such as Wells, Kings

Lynn, Brandon, Diss, Beccles, Great Yarmouth, Sheringham and then back to Norwich, averaging 35-40 miles a day.

We're working with the Big C Appeal on organising the event and also thinking of how to incorporate a shorter ride or two for those of you who wish to join us as we set off and/or return. Further details will follow in 2006 and on our website.

Rachael Mold

It is with great sadness that I tell you of the death of Ian Mold on 25 September 2005 following his brave battle against his cancer. Ian was a member of Norwich Cycling Campaign since 2000 and was Website and Membership Secretary for a significant proportion of his membership. His ashes were interred at Colney Wood in an event where his trusty bike featured as part of his personal memorabilia for us to share memories around!

Ian loved cycling - he was not into doing big distances, it was simply the pure joy of being on a bike, breathing