

NORWICH CYCLING CAMPAIGN

Newsletter No. 62

September 2006

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USEFUL www. LINKS

Cycling

norwichcyclingcampaign.org
eastangliancc.org
cycleweb.co.uk
whycycle.co.uk
bikeweek.org.uk
bikeforall.net
biceberg.es/INGLES/index.htm
cyclenetwork.org.uk
ctc.org.uk
Eurovelo.org
ecf.com/discover/index.htm
nationalcyclingstrategy.org.uk
socialcycling.org

Our very own website
 East Anglian Cycling Club
 Cycleweb cycling directory
 Whycycle. Advice site
 2006 Bike week
 Bike For All
 Underground bike storage
 Cycle Campaign Network
 Cyclists Touring Club
 European Cycle Route network
 European Cyclists' Federation
 National Cycling Strategy
 Social Cycling

Other sites

norfolk.gov.uk
norwichareatransport.org
dft.gov.uk
norfolk.police.uk
broad-authority.gov.uk
transport2000.org.uk
brake.org.uk
onerailway.com
travelinesoutheast.org.uk
firstgroup.com/ukbus/eastanglia
centraltrains.co.uk
greenhousetrust.co.uk
eveningnews24.co.uk



Chairman's Chat

Things may seem to move so slowly in our campaigning to improve and increase facilities for cycling, but improvements do take place, and there are many pressures for increases in the future. Both the city and county councils are consulting us on major schemes where there will be a provision for cycling. Also cycle lanes and paths are being installed on approaches to Sainsburys at Pound Lane, Tesco at Sprowston and the N&N hospital.

We are in the process of negotiating to set up the Norwich Cycling Forum again, to replace the Compact meetings we have had with the city council. The council have proposed a 20mph speed limit in all residential areas and we are pursuing this. Unfortunately the councils plan no events for the In Town Without My Car day on 22nd Sept.

For many years our Campaign members have run free Dr Bike sessions, which have been very well used. The UEA have taken this on, financing Nigel Howard to run sessions there weekly during the student year, and now the city council has paid for 3 sessions for the public at City Hall, using Chapelfield section 106 money. I hope we can encourage this trend, with our campaign demonstrating the value of these sessions, and other agencies running them on a properly funded basis. One bike shop in the city is offering free cycle safety checks, and if other dealers take this up, then these checks will be readily available to all.

Many local businesses would benefit from increased cycling by their staff and customers. They are happy to provide car parking and other measures to support car use, but reluctant to use even modest incentives to encourage cycling.

Our Open Meeting on 21st Sep at the Greenhouse will focus on cycling for workers and students. Dawn Dewar, UEA Transport Co-ordinator will be sharing ideas from the UEA Travel Plan, which promotes cycling. Members of Bike User Groups from around the city will also share ideas about what has been successful in their workplaces.

One of the pressures on the UEA has been local residents complaining about student parking in nearby streets. I see the issue of on-street parking reaching saturation point in the all too near future. In Norwich we have so many areas of densely populated terrace housing, with no garage or off road parking, and just space for one car in front of each dwelling. In the past many residents had no car. There are now many 2 car households, and the number of vehicles is reaching the roads' capacity.

Hundreds of flats are being built in central Norwich, each with space for one car. This will add to the pressure, with residents whose lifestyle and working patterns have relied on a car for each person. The local authority and developers could do much to encourage people to manage without cars, or no more than one car per household, with bikes giving much more flexible mobility for adults and children alike. Secure cycle parking as part of these developments and publicising the ease of inner city cycling are modest measures which would be a start.

Surely more people will recognise the advantages of cycling as parking becomes a battleground, and the walking distance to on street spaces becomes intolerable. Local councils have a responsibility to maintain a good environment in the city, and should be taking steps to deal with these all too predictable problems now .

It is good to see Norwich City Council supporting Science Week, with its focus on climate change, and we very much welcome the display by the Company of Cyclists. For 5 days people will have had chance to see and try out many forms of sustainable transport, including ordinary cycles, electric bikes and recumbents. This shows that resources can be provided to promote cycling, and let's hope our Campaign is successful in pressing for more of these initiatives.

Please keep writing to us, the press and the local councils with your campaigning ideas.

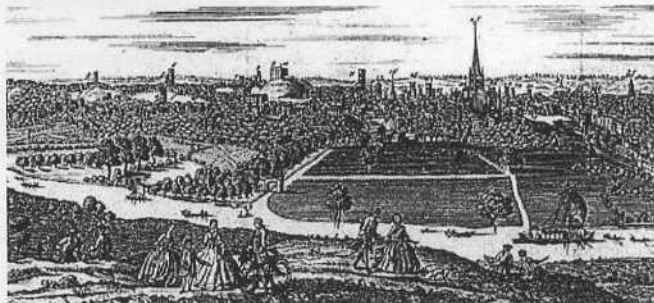
Jeff Jordan



More Mutterings from Matthew

Well they asked for it

Seems a long time now since the warm idyllic summer, and Bike Week. What better way to have spent that Wednesday morning than in the pleasant company of councillors, and even, dare I say it, an honourable officer or two in full military regalia? The event, that quaint old tradition, the VIP ride, trailing its way round the rustic byways, sampling a well-worn drop kerb here, an evocative pothole there amidst the ancient cobbles and sprouting broccoli. Once we had left City Hall, however, things started to get better and the shiny cool city positively sparkled in places. But your obsequious guide was anxious to point out wingeworthy features (like the lack of two-way cycling on Upper Goat Lane, and the grumbular surface along Pottergate), whilst grudgingly acknowledging the greatly improved traverse of West Pottergate. We stopped at various oases of enlightenment, such as Rupert Street (more one-way issues) and Chapelfield Shopping Centre (cycle stand designers learning curve) and were convincingly confronted by natives while on a safari out in the bush (Lakenham). Our return trip took the group to a desolate camping spot amidst the ruins of the old N&N. It was Plain to us Fellows that clear opportunities exist for a proper cycle link through the site from opposite Grove Road, which is evidently why it cannot be done. On that happy note, we cycloptered back to City Hall for well-earned (though missing) refreshments.



VIPs inspect a cyclepath

Ker-dunk indeed

When I unexpectedly received the invitation to Campaign members to suggest locations for £25,000 worth of new cycle-friendly drain gullies, the words 'mouth', 'horse' and 'gift' came to mind (closely followed by 'up' and 'wind'). But never one to think cynical thoughts, I put a message out on norwichcycling@yahoo.co.uk and the suggestions duly came flooding back. The council officers had said they were rather looking for particular routes, but it was interesting how many suggestions related to specific locations (the old devindet principle again).

One example would be that nice little drain gully halfway round the mini-roundabout outside the Maid's Head in Tombland. You know the one, its slots in line with your tyres to ensure you drop in it, assuming you have reached it through its pounded surrounds that regularly become a lunar landscape of potholed tarmac. Whether, when and where said replacement drain gullies appear remains a matter being researched by numerous academics.



Sharp exit

Reports still come in about scary happenings whilst negotiating Grapes Hill Roundabout. But routine hauntings aside, there are clearly some residual difficulties afflicting us jaunty cyclists leaving the roundabout across the face of those salivating drivers trying to get onto it. In short, intimidation occurs exactly as we predicted. I suppose it is too much to expect our car-headed highways designers to appreciate the subtle challenge of trying to signal left on a bike whilst having simultaneously to be ready to jam on the brakes.

Elizabeth I once fell over this gully

Junctions not for turning

Talking of left turns, I have been collecting some top engineering examples of how to make what should be the easiest of cycling manoeuvres into a severe test (of the City away goal variety). Courtesy of our beloved highway designers, needless to say. All that's really needed is to contrive the combination of a sudden change in surface level and pinched cycle traffic. By that I mean snarling traffic passing close to the cyclist's right shoulder, a common enough commodity on city streets, the significance being it prevents the safe out-swing to tackle the left turn. You may also add a sprinkling of rain for extra lethal effect.

A recent example of constructional ignorance was the badly-rekerbed cycle link off Hall Road opposite the top of Sandy Lane, but that's better now since we managed to get it put right before the contractor bunked.

A late entry in the competition was the recently constructed 'cycle path' along the main road between Poringland and Arminghall Lane, where the access point 'flush kerb' was built with a vicious 25 mm vertical upstand; however that was disqualified on a technicality (it's not in Norwich, and a legal case is pending). The runner up was the temporary cable crossing so cleverly laid to unseat the left-turning cyclist at St Andrew's Plain opposite Cinema City. But the clear winner has to be that



longstanding feature, an awe-inspiring 35mm vertical granite precipice at the junction of Bedding Lane with Palace Street, to the rear of the Cathedral near Whitefriars. If you're going to lose the bike from under you, you can do it in style here. Alternatively the highway authority could spoil everything and put it right. Next time, how to make right turns easy...?



I've been a nose cycle parker

Regular readers may remember a rather pathetic little survey yours truly carried out of existing city centre cycle parking stands, as reported in Newsletter Number 59. Well, I learnt from the error of my ways and bravely went back out there again to do an even sadder bigger survey, this time armed with a camera, abacus and packet of fruit gums. The result, an almost comprehensive Microsoft Excel spreadsheet showing everything you wanted to know about bike stands. Like where they were, how many spaces, and most importantly whether they might benefit from additional stands and/or roof covers. The reason for this Herculean effort (it was quite fun, actually) was to provide a more systematic basis for decision-making on how to spend the Chapelfield money that was originally allocated for the cycle centre. You may recall that improving cycle parking in the city centre was one of the three headings for allocation of funds (the others being improving cycle routes and cycling publicity). You'll be pleased to know that this project is rolling ahead, and more will be revealed over the next few months. Hopefully this will include providing cover of selected cycle parking sites.



One cycle parking site that is NOT part of the aforementioned project is Gentleman's Walk. There is no reason the project should fund replacement of the badly-needed stands that disappeared during the market redevelopment. And which have (at the time of writing) still not been put back, even though the market is finished and the cars and benches are back. Which is why we are pressing hard for ACTION, at the very least a temporary cycle parking solution in the form of a scaffold pole or two. The market traders need our business!



Yet another potential development in the city is the creation of several secure bike parking facilities, both for cycle tourists and commuters. Rest assured we are trying to make sure that sensible decisions are made in regard to where and what form it takes. Watch this space, and (where appropriate) watch your expensive bike until the secure parking facility is up and running.

It's tough up North

Apart from being uncomfortably close to Pockthorpe, the Northern City Centre clearly has some problems. I'm talking about the area north of the River Wensum and bounded by Oak Street, Magpie Road and Bull Close Road, i.e. centred on the magnificence of Anglia Square. The traffic problems have a big impact on cycling,

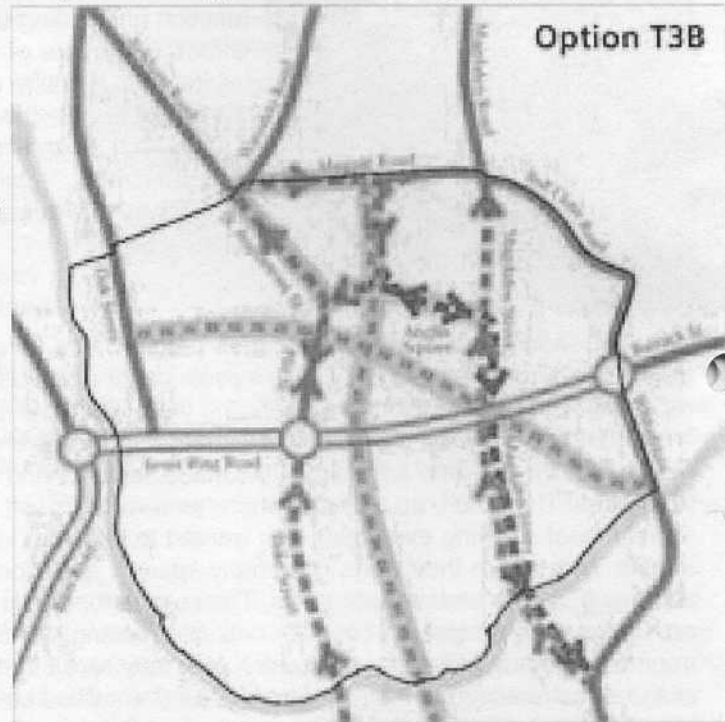
and can largely be traced to the goofy (even in its day) penny-pinching decision by the city fathers in the late 1960s to route the Inner Link Road via a short cut across the northern city centre rather than around its natural edge, the line of the city wall along Bull Close Road and Magpie Road. Poor St Augustine's and the outer part of Magdalen Street, once proud streets of the medieval city core, instantly got thrown without and relegated to the role of traffic radials. Needless to say, cyclists did not exist in the brains of planners in those days.

But now, all is sunshine and light, isn't it, because the City Council are consulting on a new mega super duper action plan thingey under the snappy Norwich Local Development Framework what have you. You can marvel at the full McCoy by downloading it from www.norwich.gov.uk/webapps/atoz/service_page.asp?id=1442.

Amongst some dubious proposals for some new roads and one-way systems (you know it makes sense), there is the plan to create a major north-south and an east-west cycle link passing just west of Anglia Square and north of the Inner Ring Road. For plan, read dotted lines on map. While the idea of doing away with the 'orrible underpass (at St Crispin's) is sound, how long would we have to wait for signals to get us across the IRR via a crossing at ground level? We've made the necessary responses to the initial consultation and will get involved in the later stages.

I can hardly contain my excitement.

Matthew Williams



One of the "traffic circulation" options
(no more legible on their website!)

"The model American male devotes more than 1,600 hours a year to his car. He sits in it while it goes and while it stands idling. He parks it and searches for it. He earns the money to put down on it and to meet the monthly installments. He works to pay for gasoline, tolls, insurance, taxes, and tickets. He spends four of his sixteen waking hours on the road or gathering his resources for it. And this figure does not take into account the time consumed by other activities dictated by transport: time spent in hospitals, traffic courts, and garages; time spent watching automobile commercials or attending consumer education meetings to improve the quality of the next buy. The model American puts in 1,600 hours to get 7,500 miles: less than five miles per hour. In countries deprived of a transportation industry, people manage to do the same, walking wherever they want to go, and they allocate only 3 to 8 per cent of their society's time budget to traffic instead of 28 per cent. What distinguishes the traffic in rich countries from the traffic in poor countries is not more mileage per hour of life-time for the majority, but more hours of compulsory consumption of high doses of energy, packaged and unequally distributed by the transportation industry."

Ivan Illich, *Energy and Equity*, 1974

Doing the sums for today's Britain on a rough back-of-envelope basis from statistics provided on the government websites gives the following:

Average annual mileage 5467 miles

Average time spent travelling by car 221 hours

Average cost of motoring £60 per week

Average weekly earnings £400 gross, £268 after tax

This means that to earn the £60 weekly motoring cost you have to work 8.39 hours which equals 436 hours per year.

436 hours earning plus 221 hours driving to do 5467 miles = 8.32 mph or 2/3 the speed of a bicycle rider!!

Win £20 for the best entry to our competition!

Downhill all the way!

Many people who have not visited Norwich expect it to be as flat as the Broads or the Fens, but we all know there are some challenging hills around. In fact almost wherever you go from the city centre is a long climb. The compensation is the effortless return downhill, where it is not obstructed by traffic lights, roundabouts or junctions - Gas Hill for instance.

We are giving away £20 in cycling vouchers for the member who comes up with the longest freewheeling distance in the Norwich area. Entries must give the precise start and finishing points, and the distance covered, pushing off from a standstill and covering the route legally and safely.

Send your entries to Norwich Cycling Campaign, 42-46 Bethel St Norwich NR2 1NK by 30th Sep 2006.

The Campaign Website

www.norwichcyclingcampaign.org

We have a new website, which has been up and running since the New Year. We make every effort to keep it up to date and its visitor numbers are increasing.

On the website information can be found on:

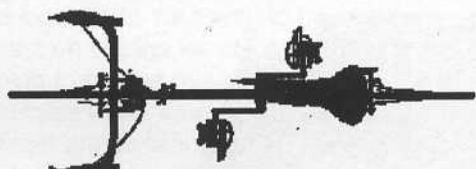
- Campaign news
- Forthcoming events/rides
- History of the campaign
- Photo gallery
- Links to other useful sites
- An information service
- Useful contacts

You are welcome to submit photographs to the website, for the time being, please restrict the number to 2 per email (oliver@s-downes.freemove.co.uk).

So please add the website address to your "favourites" and let others know.

Olly
info@norwichcyclingcampaign.org

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Anglian Cyclist

Anglian Cyclist is the working title for a charitable cycle training company, with the aim of promoting cycling through training in the Anglian region. We are particularly interested in developing projects that help people who are economically or socially disadvantaged. The first project is a mental health cycling group, Social Cycling (www.socialcycling.org)

We are looking for persons with an interest in cycling and experience of business and/or the voluntary sector, to become involved in the development of this organisation. We will need individuals who can make the commitment to become trustees. But would like to hear from anybody who can contribute.

Please contact Kevin Simpson
kevin.simpson@greywing.com
or 01603 469584

Dear Norwich Cycling Campaign,

I wanted to write and thank you for your support for the CNS Summer Cycling Week. It was wonderful to see so many young people sharing the experiences and pleasures of cycling. This year all but 2 of the group were boys with ages ranging from 11 to 14 years and although most of the 25 students were from CNS many were from other schools around the city.

Every year when I'm planning the week I worry about how we will manage if it rains lot. I needn't have worried this year – it was one of the hottest weeks of a very hot July – and heatstroke was more of a risk than catching a chill from wearing wet clothes all day! The logistics of transporting sufficient water for energetic cyclists were quite challenging; especially on the longer rides. Getting from CNS to Beccles on the penultimate day was challenging for the organisers as well as the cyclists! Nigel Howard acted as 7th Cavalry – carrying almost 50 litres of water to Beccles to meet the group at Sue and Graham Bergin's beautiful garden in Worlingham where the group rested before the coach journey home.

This year the interest in bike maintenance and rebuilding seemed greater than usual – and I'm sure that was mainly due to the generosity and kindness of volunteers from the Campaign – especially Jeff Jordan and Derek Hart. They managed to instruct and guide the students without condescension or heavy handedness.

I won't mention all the names of Campaign members who took part (I'm afraid I might miss someone), but especial thanks must go to Richard Bearman from both Martin Sawyer (the lead teacher) and myself for his commitment, enthusiasm and organisational help.

Thea Abbott
Community Education Coordinator
City of Norwich School



Notes from Life Cycle Visit 21/07/06

Kevin Simpson (Social Cycling) set up this meeting with Peter Andrews, Founder and Director and Steve Fisher, Head of Cycle Training, from this Bristol charity with:

Alice Kemp from the Asylum Seekers Project
Michael Dale and Jeff Jordan from Norwich Cycling Campaign
Tim Mellors - Norwich City Cycling Officer
Ian Dawson - Co-ordinator of Norwich Learning Disabilities Cycling Group
Mark Bolton - Learning Disabilities, Support Worker
Richard Daze - Cycle Recycle
Rashid Lugman Mechanic from the ASP Workshop

We were all very impressed by the range and scale of LC activities in Cycle training for adults and children, advising employers on encouraging cycling to work, bike maintenance classes and Dr Bike sessions, advising Primary Care Trusts.

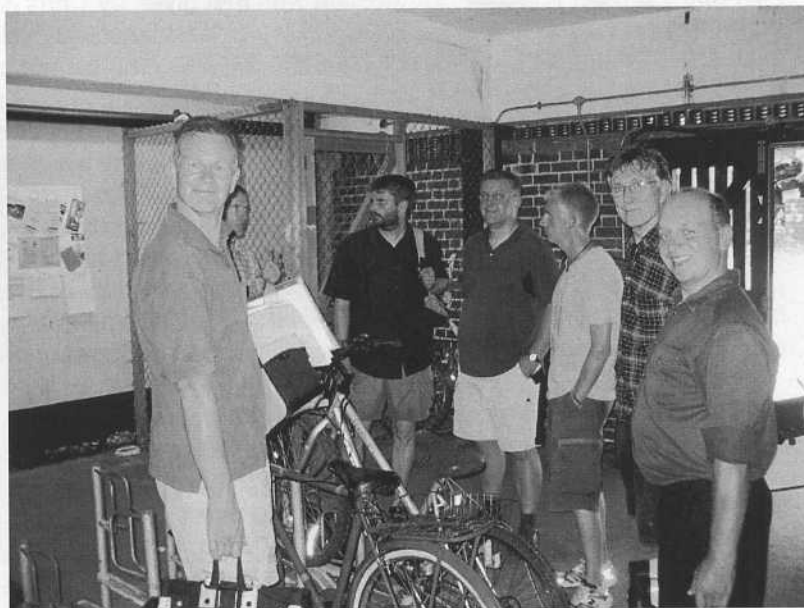
NCC has been successful in many of these activities, but Life Cycle, as a registered charity with paid staff and a gross income of over £200k a year can achieve so much more. Peter Andrews has been the principal force behind the organisation for the past 10 years.

LC has been able to raise funds from National government and local authorities, as well as charities and businesses. Also individuals pay for cycle training and bike maintenance.
More details of its activities and funding are on their web site www.lifecycleuk.org.uk

We have seen how money has been found for local cycling activities like the Asylum Seekers Project, from Travelwise, from UEA and Norwich City Council for Dr Bike sessions and from Chapelfield. Fundraising is very time consuming and as a small group of volunteers I do not think we have the time and resources to make the most of this potential.

I think NCC should support the setting up of a local body, as a way to have a huge impact on cycling locally, and Kevin is hoping to pursue this by developing a charitable cycle training company, with a broader aim to promote cycling in general. He is looking for others who are interested to be part of a steering group.

Please contact Kevin at:
kevin.simpson@greywing.com
or phone: 01603 469584



left to right: Peter Andrews, Tim Mellor, Michael Dale, Kevin Simpson, Mark Bolton, Richard Daze and Steve Fisher.

Wrexham is the car lovers' capital of Europe with 93 per cent of its commuters making their journeys by car, putting the Welsh industrial town on a par with Los Angeles or Detroit for addiction to the automobile. A study of 258 cities across the EU showed Britain dominating the rankings of urban areas in which commuters shun all forms of public transport. Europe's top 20 most car-addicted cities and towns include no fewer than 15 in Britain, led by Wrexham, Stevenage and Worcester.

Phyll's Philosophies

The Labour Party's Let's Talk Cycling website asked some questions and invited comments. One question was 'What developments would most encourage cycle use around the country?' The following suggestions were made by different respondents:

- More cycle lanes, both urban and rural, taking direct routes;
- Improve bike technology – why are we still patching and pumping after how many decades?
- Make it easier to carry bikes on trains;
- All work places should by law have safe, secure and weather-proof bike parking, along with shower and locker facilities;
- Financial incentives – mileage allowances, tax and VAT breaks for cycle related purchases;
- Cycle training available for all adults, given by fully qualified instructors, to give confidence and knowledge on how to overcome dangers on the road;
- 20 mph speed limit in all built-up areas;
- Congestion charging for motor vehicles in all town and city centres;
- Creation of the post of independent Inspector of Highways, preferably within the HSE, with priority for evaluation of non-motorised user provision (roads is probably the only area of government activity that does not have its own independent inspectorate).

Perhaps the most important suggestion was that given by Chris Juden of the CTC: We need the same legal protection for vulnerable road users (VRUs - pedestrians and cyclists) as applies in mainland Europe, where it is clearly so much safer and more pleasant to cycle. You cannot build safe, convenient and direct cycling facilities unless the cyclist has strong legal protection at points of conflict with motor traffic. Without this protection, it is necessary to concede the cyclist's right of way at every minor side turning, for we cannot rely upon drivers to give-way when they should. The only way we can protect the vulnerable is to place obstacles in their path, which inconveniences them and discourages them from walking or cycling. This (European) legal protection is based upon a presumption of driver responsibility for collisions between motor vehicles and VRUs, since a collision is evidence that someone wasn't taking proper care. The driver is responsible for the primary source of danger, and therefore has a primary duty of care. They are also better protected and in a much better position to secure witnesses. If the cyclist was at fault, and the driver had taken every possible care to avoid a collision, then the driver will not be penalised under the system.

Until we get this law, we cannot start building proper cycling facilities which give cyclists priority and make cycling generally a safer and more pleasant experience. I remember that four years ago (August 2002) there was a great fuss in the press as it looked as if this law was going to be brought in over here. Whatever happened to it? Everything went quiet after a week or two of what I considered to be libellous anti-cyclist statements in the tabloid press. Did the 'fury' of motoring organisations really tip the balance so that the idea (by Brussels) was dropped? It surely is time for the idea to be resurrected. How can we arrange it? Write to our MPs?

Another question on the website was 'Should cycling become part of the National Curriculum like swimming is?' I didn't realise that swimming was part of the National Curriculum but I certainly think that cycling should be. When conducting a survey among women to see what would encourage them to cycle, I was surprised to find that some had never learnt to do so as children. They would need to be particularly motivated and strong willed to learn as adults. Not only should all children be skilled cyclists by the time they leave school, but they should also have related skills such as cycle maintenance, map reading and route planning, and road safety. The challenge will be quality control, for the training must be done by a fully qualified coach such as those trained by the English Schools Cycling Association or the CTC.

I look forward to seeing more positive developments for cycling in the future.

Phyll Hardie



What's Happening?

Monthly Members' Meetings

Thursday 21st September 7.30pm at Green House 42 - 46 Bethel Street, Norwich. Open meeting - Guest Speaker Dawn Dewar, on increasing cycling to the UEA and on Bicycle Users Groups (BUGs) promoting cycling to work.

Thursday 19th October, 7.30pm at Saunders & Senior Offices. 2 Tombland Alley, Norwich.

Wild About Norfolk

Saturday 9th & Sunday 10th September, 10am - 4pm, Notcutts Garden Centre, Daniels Rd. Free entry. Combined CTC/NCC stall.

Last of the Summer Evening Bike Rides

Tuesday 12 September The Dun Cow, Swainsthorpe

We aim to be at the pub between 7 and 7:30 pm. Either meet us there or join us on a ride from Norwich. We can meet at either the Forum or somewhere near the edge of the city, depending on direction. It would be helpful if you could phone me if you are definitely coming, as I can give details of meeting arrangements, if required and will book a table.

Give me a ring on 01603 897738

E mail: Martin.lbadham@btinternet.com.

(Mobile - 07762 368406).



Realistic part of the new purpose-built cycle training facility at Pound Lane



Your Committee working hard at the last monthly meeting.

Norfolk C.T.C. Events 2006						
N=norfolk	d.a.	W=west	norfolk	D=DISS	O=NON	D.A. EVENTS
	DATE	TIME	START	EVENT		CONTACT
O	Sat-Mon 26-28/08/06			Mildenhall rally		
O	Saturday 09/09/06		Norwich	Wild about Norfolk Nottcuts Norwich		
N	Sunday 22/10/06	09:00 09:30 10:00	Cawston	4hr 3.5hr 3hr Da Rough Stuff 25m		Andy Hurrell 01603 403576
NORFOLK WEBSITE www.norfolkda2.freemove.co.uk WEST NORFOLK WEBSITE www.ctc-westnorfolksection.org.uk NORFOLK SECRETARY: ANDREW MILLS Tel: 01603 402645 Email: andrew@mills1234.fsnet.co.uk						

Come and Try It (CATI) Cycle Rides

September - October 2006

Welcome to our 14th season of rides for novice, returner or 'slower' cyclists. (Our first ever ride was on 24 April 1993 and had 14 participants). Please note earlier start time for afternoon rides, by which we hope to reach planned tea stops before they close!

Saturday, 2 September, 2pm: meet Thorpe End bus stop for ride to Wroxham Barns. Leaders: Janet and Malcolm, 700134.

Saturday, 16 September, 10am: meet Nottcutts car park near entrance to garden centre for ride to Tas Valley Vineyard, Fornsett St Peter. Take picnic lunch. Leader: Rachael, 259207.

Saturday, 30 September, 2pm: meet County Hall roundabout for ride round Whitlingham Broad and Country Park. Leader: Phyll, 435547.

Saturday, 14 October, 2pm: meet Sainsbury's car park, Pound Lane, by bus bay, for ride to Blofield. Leader: Phyll, 435547.



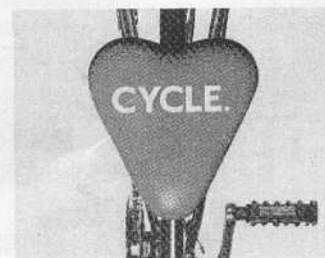
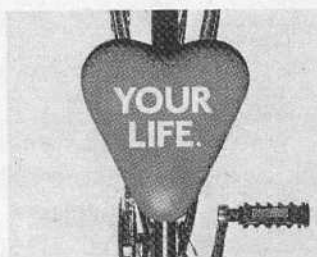
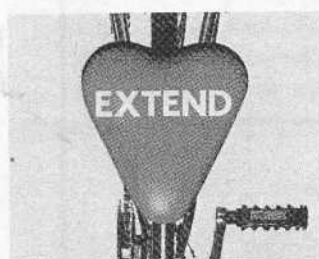
The CATI ride season finishes here. Hopefully it will resume on Easter Monday 2007, but contact Phyll nearer the time, or see website www.norwichcyclingcampaign.org



Set in stone. New right turn into Upper Goat Lane looks set to be a permanent feature.



What use is a helmet when your tail catches fire?



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. The views expressed in this newsletter are not necessarily the policy of Norwich Cycling Campaign.