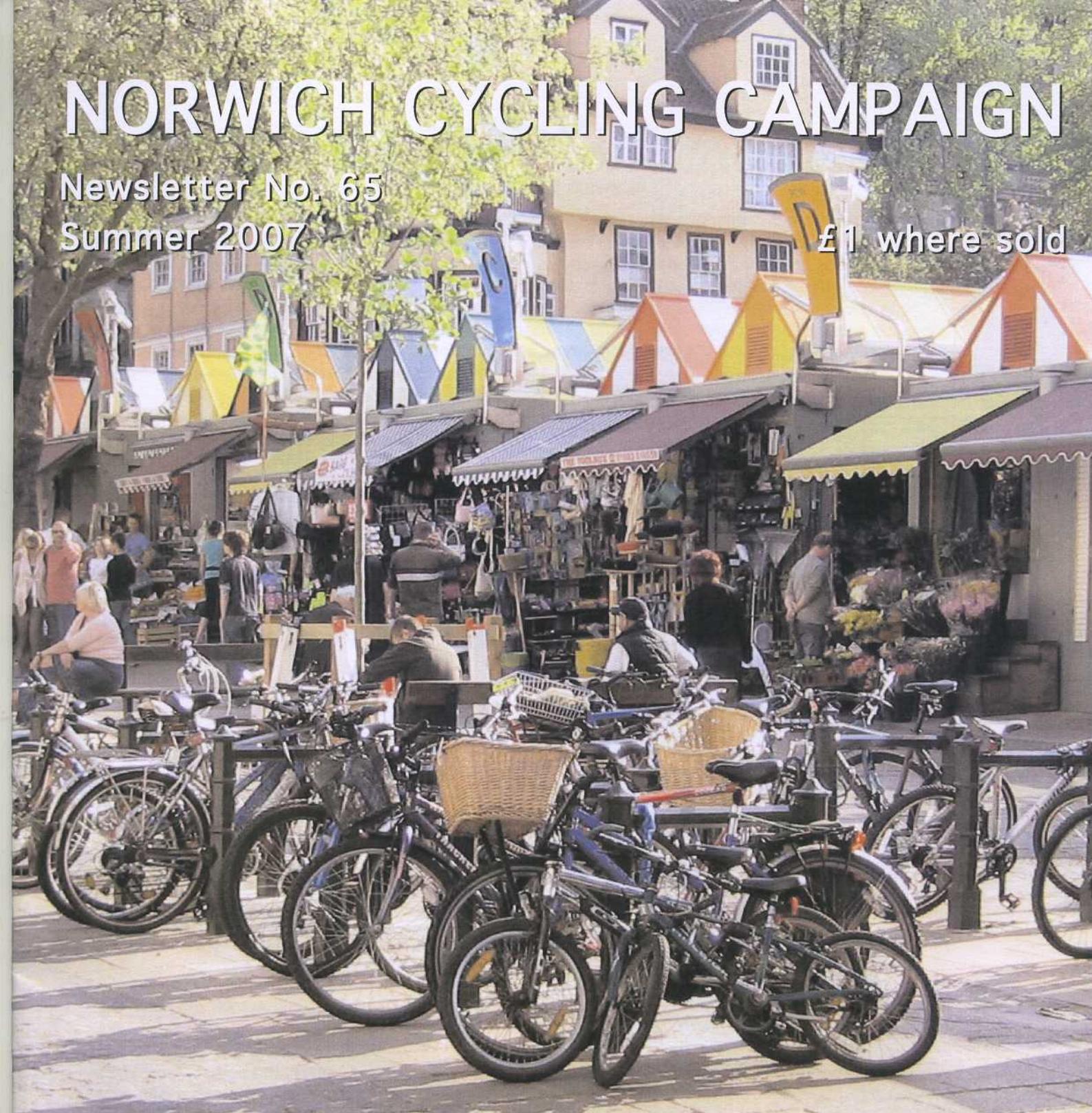


# NORWICH CYCLING CAMPAIGN

Newsletter No. 65

Summer 2007

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Next newsletter is scheduled for September, contributions to  
[david@vanedwards.co.uk](mailto:david@vanedwards.co.uk)  
by August 25th 2007 please!

## USEFUL www. LINKS

### Cycling

[norwichcyclingcampaign.org](http://norwichcyclingcampaign.org)  
[eastangliancc.org](http://eastangliancc.org)  
[cycleweb.co.uk](http://cycleweb.co.uk)  
[whycycle.co.uk](http://whycycle.co.uk)  
[bikeweek.org.uk](http://bikeweek.org.uk)  
[bikeforall.net](http://bikeforall.net)  
[biceberg.es/INGLES/index.htm](http://biceberg.es/INGLES/index.htm)  
[cyclenetwork.org.uk](http://cyclenetwork.org.uk)  
[ctc.org.uk](http://ctc.org.uk)  
[Eurovelo.org](http://Eurovelo.org)  
[ecf.com/discover/index.htm](http://ecf.com/discover/index.htm)  
[nationalcyclingstrategy.org.uk](http://nationalcyclingstrategy.org.uk)  
[socialcycling.org](http://socialcycling.org)  
[angliancyclist.org](http://angliancyclist.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  
Anglian Cyclist

### Other sites

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

Cover: At last, cycle racks in Gentleman's Walk. (inset the NCC campaign)

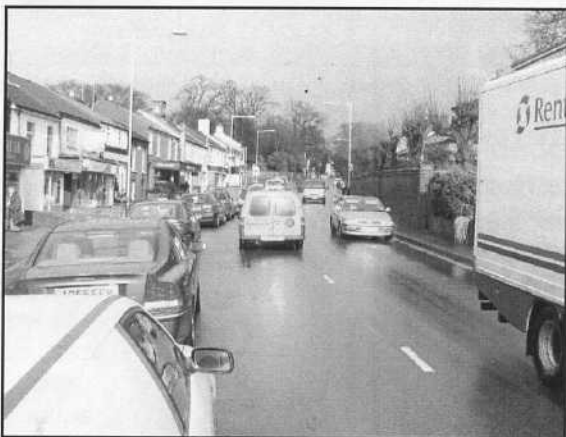


# More Mutterings from Matthew

By the time you read this, those positively Pyrenean sunny days of spring will have given way to the glowering glumitude of the summer weather that we normally associate with Bike Week. Just right then for muttering Meldrew to shuffle forth again from the bike shed and start dispensing exasperated scholium upon the state of the bicycling infrastructure of Norwich. Not one to give himself to unfettered celebration of what others regard as one of the more enjoyable cycling cities, his considered view is just a little bleaker than that of the curate's egg floating in a half-full glass of beer. Why, here he comes now, both the beer and egg left untouched....

## Unthankfulness

One of the consultations that came through recently was for a City Council scheme rather euphemistically entitled Unthank Road Traffic Calming Scheme. The idea appeared to be to try and soothe drivers down to a safe speed by flashing speed reactive signs at them as they cruise down the hill towards that section of Unthank Road with the shops. This would be about as effective as putting up signs in City Hall banning staff from talking gibberish. There were also a few kerb build-outs planned, not of course to benefit pedestrians where the footway is presently less than 1m wide (perish the thought), but at other more important places where there is a need to 'protect parked cars'. The true priorities of the designer were also revealed by the blind belief that the present on-road car parking outside the shops, where the road is narrowest, is absolutely essential.



Any bike user on Unthank Road will tell you that's exactly where they feel most at risk of receiving that delectable combination of a car door in the face and a No.25 bus up the high street. Just 15 car spaces take up nearly 30 per cent of the limited available road width, leaving just 5.5m for two streams of cars/lorries, pedestrians stepping off the 1m pavement, and little old you on your bike. We have

therefore gently suggested in our response that the cause of safety would be served by examining whether that road width could be better allocated, say by moving that small amount of car parking to part of the derelict petrol station site nearby site and widening the footways, or even creating a 'shared space' (see [www.shared-space.org](http://www.shared-space.org)).

## Uprstanding citizenship

Continuing our highlighting of all facets of the axis of evil across our city, we've reported further examples of vertical upstands needing to be taken back a peg or two. They include

- A temporary vertical edge that appeared during work at St Andrew's Plain,



- New high kerb replacing what was previously a handy dropped kerb at the corner of Unthank Road and Earlham Road near the bridge over Grapes Hill], and
- A nasty vertical upstand at the junction of Back of the Inns and Red Lion Street (encountered this one yet?).



## Pinch assault

Not far away, in that majestic artery Colman Road, is yet another wacky Council project following previous themes of constructing little islands in the middle of the heavily trafficked road so children can grow up experiencing the full benefit of thundering vehicles each side and inhaling the noxious brew of a morning. That's why it's called 'safer and healthier journeys to school'. An alternative (less ironic) name for this design approach could have been 'squeeze the pesky cyclist into the gutter, or preferably under the rear wheel of my 40-tonner'. The basic rationale is that it's far more important that there is a 2m wide completely unused hatched area on the centre line of the road than to allow nearside space for the likes of us (or even our kids) to ride our bikes in health and safety.

## How to make cyclists cross

If you, like me, visited a recent exhibition showing future proposals for Barrack Street, you will no doubt have been impressed at the complete and endearing ineptitude of the designers of a signalised 'high quality' crossing that is supposed to allow cyclists to get from Silver Road across the redeveloped Jarrolds



site once the mini-roundabout is removed and replaced with (you guessed it!) a central reservation and barrier. The two-stage cycle crossing has been provided with a narrow pen with right-angled approaches that would defy even the most skilled unicyclist to negotiate. What impressed me most was that glazed expression that crossed the face of the highly qualified highway engineer from the County Council when I quite reasonably pointed out the technical requirement for minimum 4m radii curves on any cycle path, just so we don't fall off like. Well wear a helmet then.

### Cobbling together information about granite setts

Brothers and sisters, I have a dream. It's of Pottergate, yes a new Pottergate where the sun will always shine, where there will be no more grinding of gears and gnashing of kneecaps, a final end to all rattling and bobbling, no longer any need for massaging of sore posteriors, a day will dawn on Pottergate when there'll be never again be a forlorn looking back to find the bits that have just been shaken off your bike again. I speak (hushed tones)



of a smoother surface. With that, he was declared insane and taken off to Heigham to be stoned. But not before he managed to persuade the Chapelfield

Cycling Project working group that serious expenditure on improving Pottergate was a worthwhile priority. It has thus been my duty (in part) to scour the known world (even beyond Mulbarton) to find answers to some of our most troubling questions. Such as, how can we make a rustic granite sett surface comfortable to cycle on, without ruining that much-cherished Hovis advert look? OK, so the lad got off and pushed, but that's not an option when you're hurrying to work every day via the otherwise excellent West Pottergate route.

Various solutions have been examined, based on research both in the UK and The Netherlands, with only occasional resort to rocket scientists. So watch this space.



Utrecht street shows it can be done!

It seems that a practical answer may have emerged that is acceptable even to that doughty opponents of all progress Sir Heritage Napp-Flintstone of English Heritage and Lady Victoria Encrustation of The Norwich Society.

All we have to do now is to persuade the City Council to get the money spent before it gets taken back again by the developer (with interest) in October in accordance with the rules of the Section 106 agreement! The words out, pull and finger come to mind.

### Rumbling cramps in Castle Meadow



As if the oversize dodgem ring of Castle Meadow wasn't enough to deter cycling, to say nothing of the smoke and wing-mirrors, we now have devilish wheel traps opening up on the ramps to catch the unwary bike user. To the rabid First drivers, kangarooing over these defects is just another busman's holiday, but I do remember reading in an ancient Cyrillic source that this roadway was once intended to be part of a pleasant (quaint word) cycle route linking Red Lion Street to Prince of Wales Road. To report these and all other defects you spot and get something done about them, don't forget to use [www.fillthathole.org.uk](http://www.fillthathole.org.uk). It's proving quite successful.

### Probably the worst cycle parking in the world

Many is the time this column has devoted valuable inches to the subject of cycle parking. This occasion is no exception. My in-tray has more correspondence about where you cannot safely or conveniently leave your bike than even the number of Green votes cast for Mr Bearman.

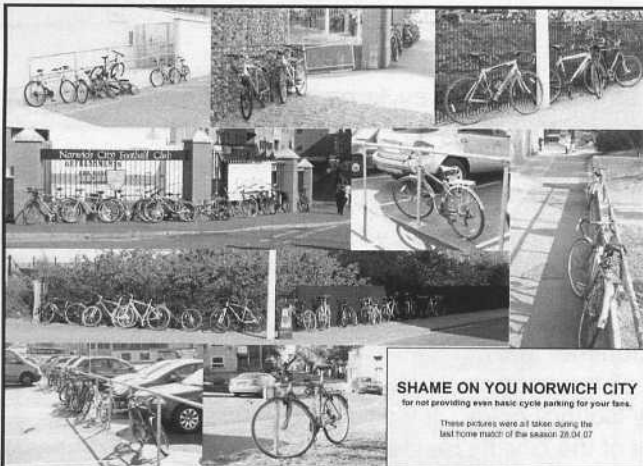
Time has now finally run out for a certain garden centre on Daniels Road. After some two years of regular reminders to James without any response, it is time to out this establishment as the proprietor of probably the worst example of cycle parking of any local business, in comparison to the palatial accommodation offered for cars. To the description 'useless' to this apology for a cycle stand can only be added the qualifier 'worse than'. We're tired of all the



usual platitudes about "no demand" (against a backdrop of bikes chained to trees etc.) or "we'll get round to it when the building's finished", or "we're just



waiting for the bonsai trees to grow" and so on. Close behind in the name and shame stakes must be Norwich City Football Club and their comrades in crime Norwich City Council Planning Department. As we recall, the permission for the Jarrold Stand came with a requirement for abundant (over 200) cycle parking stands, about 20 of which eventually appeared inside a miraculous bush, but were then taken out to provide space for Earnie to park his Hummer. So come a home game, there is zilch, nowt. Roughly the same number of stands as home goals then. The result?



Scores of bikes left all around in inconvenient places.



Not that Carrow Road is the only location crying out for cycle stands. In the city centre, in spite of recent improvements (e.g. see front cover), demand still regularly outstrips

supply, and cyclists find their own ad hoc parking spots... It's also interesting to note how the splendid rows of Sheffield stands in places like St Stephen's are often used as seats by slouchy teenagers

(whatever.... no problem, guys).

Under the 'sun has got his hat on' (i.e. good news) heading, mention must of course be made of the actual or imminent arrival at last of the covered cycle



parking at the railway station, together with the increased total number of stands that we managed to negotiate a year or two ago when the scheme was designed ("We

apologise to travellers for the late arrival....bla, bla"). And there is also the City Council's free 'Take a Stand' scheme to provide limited numbers of Sheffield stands to small businesses and charities, which has evidently had a very successful take-up. Grab a leaflet from City Hall if you're interested.

The Lord Mayor's chauffeur will just have to get used to a slightly different mode of transport once the Greens take power in the city.



The mutterer in the only place he's truly content (somewhere in NL).

Matthew Williams

## **Norwich Cycling Campaign Targets for 2007/08.**

### **1. Pottergate resurfacing**

Pressure to be maintained to get the present uneven granite sets replaced in part by smooth surfacing suitable for bicycles.

Reason: The route is a direct link into the city centre from the Golden Triangle area, avoiding Grapes Hill Roundabout and making use of a grade-separated traffic-free crossing of the inner ring road. Following recent work to re-open West Pottergate, it is now only the uneven surfacing of Pottergate that is stopping this becoming a major radial cycle route of huge potential benefit.

### **2. More crossing points on the inner ring road**

There is a need to increase the number and quality of cycle crossing points on the inner ring road (IRR). Areas highlighted for crossing points include St Crispin's and Chapelfield. Signalised crossings to be single stage (not staggered) and fast reacting (requiring adjustment of urban traffic control system).

Reason: Crossing points will assist cyclists and pedestrians in accessing the city centre by the most benign travel mode (i.e. at the top of the mode hierarchy). In recent years the pressure to ease motor vehicle 'congestion' on the IRR has led to an insufficient number of inconveniently located and low priority crossings that have tended to suppress the use of walking and cycling.

### **3. Advanced stop lines**

We will campaign for proper consideration of installing advanced stop lines (ASLs) at all signalised junctions, with special reference to particular locations including the Thorpe Road approach to Foundry Bridge and Unthank Road/Colman Road.

Reason: The above are examples of obvious locations for ASLs, which are especially needed to assist cycling safety and amenity at junctions where there is potential conflict with turning and/or queuing motor vehicles.

### **4. Secure cycle parking at schools**

We need to get commitment to provision of an adequate amount of quality cycle parking at all middle and high schools.

Reason: There is now widening recognition of the social, educational and health benefits of children cycling to school sites. The present lack of secure parking at schools is one of the impediments to growth in cycling for this purpose.

### **5. Take part in the consultation process on Norwich's bid for unitary status**

The public consultation is expected to be held in Spring/Summer 2007.

Reason: Unitary authority status of Norwich would bring all transport decisions in the city to Norwich City Council and thus remove the veto that the current County Council holds. It would enable us to deal with a single body more likely to be concerned with the interests of the city, its residents and economy, and overcome the paralysis that has tended to affect urban transport decisions in recent years where there is a divergent view between the city and county.

### **Help yourself!**

One thing every member of the Campaign should do is to write to your city Councillor asking about what has happened to the £200,000 that was earmarked for cycle development as part of the Chapelfield Shopping Centre.

Ask where it is and what is happening to it. There is a real chance that, unless the Council stirs itself, this money will be lost, the Council will be made to look stupid in public and we will be made to ride a bumpy Pottergate for evermore.

So get writing!





## River Parkway

There is an exciting proposal for a Wensum River Parkway by The Norwich Society and HEART which we welcome, especially as it is expressed as a linear cultural space including a foot and cycle way. This is in fact largely a continuation of the ideas of the many people who have been working to enhance and draw attention to the river over the past few years, notably Norwich Rivers Heritage Group, whose original reason for coming into existence arose from the City Council's own Whitlingham Bridges and Links project designed to connect the largely complete riverside walk through to Whitlingham Park with new paths and bridges across the Wensum and the Yare. This is doubly important because the river represents the one route through the city which is by definition flat. Thus it could, if implemented, become a major route for cyclists of all ages and fitness and promote cycling as a proper transport option in a way that has never happened before because of the hilly nature of most Norwich cross-city routes.

As always with cycling, the devil is in the detail. How can one get past those buildings which rise straight up from the river frontage for example? And how will the necessary safe curvatures and sightlines be met? But the biggest single obstacle to completing the intended route (and thus cutting out the difficult section up from King Street to Bracondale) is the need for some form of river crossing in the vicinity of the Trowse railway swing bridge, to connect the path behind the football ground over to Whitlingham Park and beyond. This has lately become tangled up in a big masterplan for redevelopment of the Deal Ground and Utility sites (downstream of the city), but at least the Rivers Heritage Group, Norwich Cycling Campaign and Sustrans are on the case...

[www.norwichrivers.co.uk](http://www.norwichrivers.co.uk)

[www.thenorwichsociety.co.uk/river\\_parksways\\_brochure.pdf](http://www.thenorwichsociety.co.uk/river_parksways_brochure.pdf)

## EGM

The next members' meeting to be held on Thursday 19th July, 7.30pm at Saunders & Senior office will be an Extraordinary General Meeting (EGM). This is because we wish to change the date of the Annual General Meeting of the Campaign to November from 2007 (instead of December), and are taking the opportunity to move the financial year end to 31st August on order for the AGM to be able to receive audited accounts for approval. Both of these actions necessitate changes to our constitution, and we are taking the opportunity to tidy up the wording in a couple of other sections relating to meetings.

We also hope more members will be able to attend as having the AGM in mid December is not a good date for some members. For your diary, if approved, the AGM date would be Thursday 15th November 2007, following the normal practice of third Thursday in the month. Please also note there is NO members meeting in June, due to National Bike Week, so in July we will also be hearing about how NBW went this year. So if you have any views on the above please come along to the members meeting in July, or contact the chairman if you wish to be sent the full wording of the proposed changes prior to the meeting.

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## Phyll's Philosophies

As part of our affiliation to the Cycle Campaign Network we receive a quarterly mailing of other campaigns' newsletters. It is always interesting to read of the efforts, successes and frustrations of cyclists in other parts of the country.

Many of these campaign groups seem very diligent. They have cycle rides throughout the year, as well as social events, while their newsletters contain accounts of cycle tours in various parts of the world, or nearer to home. The account of a 'Get Cycling' week at Framlingham, organised by the Company of Cyclists and enjoyed by members of Watford 'Spokes', will surely tempt others to join future such weeks. East Kent 'Spokes' has a full programme of rides and other events throughout the year including openings and signings of new routes. The first stage of the Tour de France will finish in Canterbury so a festival of cycling centred on this city forms part of their future programme. They are also proud to announce the imminent opening of their long awaited Cycle Centre after 12 years of campaigning - what has happened to ours?

The newsletter of Reading Cycle Campaign reports on the results of a census of cycle use which has taken place annually on the Tuesday of Bike Week since 2000. Volunteers count cyclists between 7.30 and 9am at various junctions in the town centre. The graph drawn from the results shows the number of cyclists peaked in 2004 but has declined since. However, the number is considerably higher than when the project started in 2000.

Perhaps this is something we in Norwich could start doing although it would be several years before we see any meaningful results. The automatic counter at the start of Marriott's Way has been recording numbers of cyclists passing it for several years now. Generally there has been a gradual rise in average weekday flows, from 283 in 1999 to 345 in 2006. For 2006 this ranges from 218 in December to 481 in July. Presumably this reflects the number of commuters and shoppers in December and the added number of leisure riders and tourists in July, or to put it simply, cyclists are deterred by cold, dark days and encouraged by fine summer weather.

'Bricycles', the newsletter of Brighton and Hove Cycling Campaign, reminds us that theirs is one of the six Cycling Demonstration Towns (CDTs) picked out for extra government funding to promote and facilitate cycling. Philip Darnton, leader of Cycling England, visited Brighton to assess progress after one year. It had evidently not done too well; only Exeter and Lancaster were picked out for praise.

However, cycle training for both adults and children appears to be going well, delivered by professional accredited instructors. CDT funding has also been spent on travel advisors, but Bricycles wondered how much they knew about cycling after studying some of the advice given. Members also took part in the national protest against climate change in London in November, joining in the critical mass ride afterwards. Around 600 cyclists took part (anyone from Norwich?), riding from Lincoln's Inn Fields to present a letter to 10 Downing Street amid cheers and applause. How much notice will be taken of these efforts, I wonder. Certainly the cyclists' efforts got less publicity than the big Trafalgar Square rally (estimated attendance 30,000) in spite of excellent speeches by various MPs and public figures.

From the CTC weekly Newsnet comes the news that police in Cheltenham and Gloucester are planting bikes that have been modified so that pursuing officers can catch anyone who tries to steal them no matter how furiously they pedal. A police spokeswoman said, 'Anyone who tampers with them will be filmed by officers waiting round the corner and arrested as they pedal off.' Two 16-year-olds were stopped as they tried to steal a bike within five minutes of it being left. They were both charged and will appear in court.

An international group of young thinkers, students on the Royal College of Art's MA vehicle design course, were set the task of conceiving a new surface public transport system for 2012 - 2025. One, Jamie Tomkins, wanted to capitalise on the health and fitness aspect of the Olympic Games. He came up with the idea of constructing a system of transparent tubes, above street level, through which people could cycle free of motorised and pedestrian hazards. Similar to theme-park swimming flumes and slides, the tubes would be waterproof, wide enough to allow overtaking and offer great views of the city. They would also be doubled up so that each permitted one-way travel only. Such a system could even tempt some motorists out of their cars. Would such a novel idea be taken up by planners? Let's hope that someone with imagination and vision, and with the ability to do something about it, is willing to take notice. (Daily Telegraph Motoring, 24 March '07)

Comments have been made about parents parking in the Newmarket Road cycle lane while waiting for their offspring at the end of the school day. This cycle lane is bordered by a solid white line, therefore it is mandatory that motor vehicles stay out of it but complaints to the police have not yielded much interest. At the recent conference of the Association of Teachers and Lecturers the subject of the school run was addressed. The speaker stated that schools





should give priority places to pupils whose travel causes the least damage to the environment, with children being refused entry to good schools unless they can walk or cycle there. 'Day by day I despair when I see traffic jams caused by parents who transport their children for many miles, often passing good schools on the way,' he said. Maybe the time has come to re-establish school catchment areas with pupils required to attend their local school.

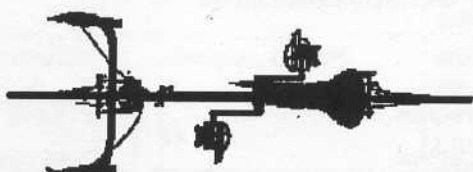
The pace of life is speeding up, according to psychologists. They reckon that walking speed provides a reliable measure of the pace of life. Having studied walking speed in 32 cities worldwide they find that people are walking 10 per cent faster than they did ten years ago.

I reckon they should have studied vehicle speeds rather than walking speed - after all, how many people actually walk these days? As a cyclist, I reckon motor vehicles are being driven faster, especially in the evenings out of the rush hour. I suppose one way of finding out is to see what percentage of drivers break the 30mph speed limit now compared to ten years ago. Can anyone come up with any figures?

Happy cycling!

Phyll Hardie

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**[www.specycle.co.uk](http://www.specycle.co.uk)**

## **Cambridge to Ely by National Cycle Network**

On May Day bank holiday I took the early train from Norwich to join Cambridge Cycling Campaign's organised ride from Cambridge to Ely along NCN routes 51 and 11. Twenty-eight of us started the ride on Parker's Piece, including one young lady who had caught a train up from London. We picked up other cyclists at various points as we went. By the time we arrived at the village of Reach, 10 miles or so from Cambridge, there must have been 40 or more of us, this in spite of the rain, the first we'd seen for many weeks.

We spent an hour and a half at the traditional May Fair in Reach village. The rain let up at midday, just in time for the Mayor of Cambridge to open the Fair. This was preceded by the town crier calling for our attention in a really TREMENDOUS voice! The mayor's retinue was dressed in black or Cambridge blue academic gowns. After the opening speech the throwing of bright new pennies took several minutes. This is a tradition going back over 800 years, supposedly for the relief of the poor of Reach, but since Reach no longer has any poor, the pennies were available to anyone with the agility to scramble for them. This didn't include me but I was later honoured to be presented with one by the (female) curate from the parish church. In addition to the usual fairground attractions and marquees, there was maypole dancing by children from the local primary school, morris dancing, a brass band and various stalls.

Moving on, our next stop was at Wicken Fen nature reserve, where I took the opportunity to grab a very welcome cup of tea. I was interested to see the current state of the route as the last time I was on it was on the Sustrans 10K miles celebratory ride in September '05 when we cycled from Ely to Cambridge. The route through the nature reserve is now fully open; last time it was awaiting completion of a bridge over a dyke, necessitating a boat trip for the cyclists. The pretty, sparkly multi-coloured crushed glass hardcore on the riverside path into Ely is now covered with a proper surface, making it less likely for cyclists to suffer a puncture. We arrived in Ely, 25 miles from Cambridge, in mid-afternoon. Time for more refreshment before cycling the same route back or, in my case and several others, getting the train home.

This was an excellent event, widely advertised and joined by many from far afield. Perhaps we should advertise our Bike Week rides more widely.

Phyll Hardie



## Take a stand

This scheme was initiated by Life Cycle Uk, based in Bristol, and members of the NCC committee heard about it when Life Cycle staff visited Norwich last year.

The City Council is running the scheme in Norwich to provide free cycle parking stands for local voluntary and community groups. Small businesses, schools, churches and surgeries can also apply. Up to 4 stands can be provided, and these can be Sheffield stands or wall bars, where space will only allow these. The leaflet enclosed with this newsletter gives more details, and an application form.

The scheme has been well-publicised in the monthly issues of the Citizen, so let's hope the take up is increasing. It's a great opportunity to improve cycling facilities.

One of the deterrents to cycling is the constant risk of theft or vandalism when cycles are left unattended, even briefly. More cycle stands, conveniently placed for local facilities will help to overcome this problem, and make people more confident about cycling. So please show these leaflets to shops, pubs, surgeries and businesses in your neighbourhood. They should benefit from more customers when cyclists can visit them without fear their bike will have disappeared

There's a new website that, if it delivers what it says on the tin, looks to be a godsend to us all. It's <http://www.fillthathole.org.uk/> where you can report potholes and other cycling hazards on-line. Has anyone ever tried it for real?

## VeloCity

This summer 14,000 communal electric bikes will be deposited in Paris for a hop-on hop-off hire scheme. This imaginative idea is already running successfully in Lyons. How about it Norwich??

[www.velov.grandlyon.com](http://www.velov.grandlyon.com)

<http://travel.guardian.co.uk/article/2007/may/19/saturday.green1>



## Peace Cycle

Sunday July 8th 1-3.30pm

This year a Norwich Peace Cycle is planned for the afternoon of Sunday July 8th. Anyone aged 16 or over (younger only if accompanied) who can safely ride a bicycle is welcome to join.

The assembly point and finish is at the amphitheatre of Norwich Forum. The route is a symbolic circuit round the old city walls or inner ring road including a gathering at the Peace Memorial in Chapelfield Park.

The ride will set off 2pm and is about 4 miles long. It is intended that it should be taken at an easy pace and will last about 45 minutes in all.

All those wishing to cycle and for further information please contact the co-ordinator on: (01603) 662253 or [shan\\_barclay@yahoo.co.uk](mailto:shan_barclay@yahoo.co.uk)

## CTC Rides

Sat 02	09:30	E	N. Walsham	Potter Heigham	45	Shirley
June			Road	Cafe/Pub/Picnic		01603 412398
Sat 09	09:30	E	Martineau	Burgh St. Peter	40	George
June			Lane	PH or Picnic		01603 611778
Sun 10	08:00			Greater	DA MEDAL	
	08:45		GARBOLDISHAM	Middle Garboldisham	DA MEDAL	KEN JOLLIFFE
June	09:30		DATC	Lesser Grovel	DA MEDAL	01953 681755
	10:00			Garboldisham bomber	AUDAX	
Sun 17	10:00	int	Heartsease	Stokesby	40	Fraser
June			Roundabout	Cafe		01603 471827
23 - 24		I		York Cycle Show		
June						
Sun 24	10:00	E	Martineau	Coffee @ Rockland	25	Mary
June			Lane	Snowball Ride picnic @ Whitlingham		01603 487628
Sat 30	09:45	E	The Gatehouse	Bintree PH	40	Eileen
June			Dereham Road	Return via Marriots Way		01603 613352





**Details of cycle rides and events during  
Bike Week 16<sup>th</sup> - 24<sup>th</sup> June 2007**

<b>Dates in JUNE</b>	<b>Ride/ Activity</b>	<b>Start Time and Meeting Place - please be prompt!</b>	<b>Location / Destination</b>
<b>Saturday 16<sup>th</sup></b>	<b>Cruising to Cromer</b>	Meet 10:00am at start of cycle track at junction of Spixworth Road/White Woman Lane. Lunch in Cromer - café or pub or else bring a picnic. Ring Brian and Lynda on 01603 412440 for information about the route.	Cromer
<b>Saturday 16<sup>th</sup></b>	<b>Dr Bike</b>	Dr Bike Checks outside City Hall - look out for the signs. 11:30am-2:00pm	Dr Bike Check
<b>Sunday 17<sup>th</sup></b>	<b>Nipping around Norwich</b>	Meet 9:30am outside the Forum for a 1.5 hr cycle using the cycle routes of Norwich. Ring Rachael on 01603 259 207 for more information. A route map will be provided for those on the ride.	Norwich
<b>Monday 18<sup>th</sup></b>	<b>Wheeling to Wymondham</b>	Meet 10:00 outside the Forum or 10:30am outside the Sportspark, UEA for a leisurely cycle. Ring Richard on 01603 504495 for more information about the route.	Wymondham
<b>Tuesday 19<sup>th</sup></b>	<b>Hops at Hethersett</b>	Meet 6:15pm outside the Forum or 6:30pm outside the Red Lion, Eaton. Ring Martin on 01603 897738 beforehand to help with numbers at the pub or for information about the route.	The Kings Head, Hethersett.
<b>Wednesday 20<sup>th</sup></b>	<b>Cycling Ways</b>	Can you spare an hour or two for a cycle? Meet outside the Forum at 10:00am for a 2 hour cycle or at 2:00pm for a 1 hour cycle. Ring Rachael on 01603 259207 for information about the routes.	Via Marriotts Way and Lakenham Way
<b>Thursday 21<sup>st</sup></b>	<b>Dr Bike</b>	Dr Bike Checks outside City Hall - look out for the signs. 11:30am-2:00pm	Dr Bike Check
<b>Thursday 21<sup>st</sup></b>	<b>Bikes and Bingo at Blofield Heath</b>	Meet 7:00pm, Heartsease roundabout. Ring Fraser on 01603 471827 beforehand to help with numbers at the pub or for information about the route.	Two Friends, Blofield Heath
<b>Friday 22<sup>nd</sup></b>	<b>Bicycle Biriani</b>	Meet 6pm outside St Andrews Hall for the ride and return to the URC Princes Street for 3 course biriani at 8pm. Biriani place must be booked in advance £7 per head, ring Rachael on 01603 259207.	Join Richard on a short ride out and back in time for the meal. Enjoy the meal or just come along for the ride!
<b>Sunday 24<sup>th</sup></b>	<b>Snowball Pedalling Picnic</b>  Join one of the many starting points across Norwich	Meet at: <ul style="list-style-type: none"> <li>• White Woman Lane/ Spixworth Rd traffic lights <b>11:00am</b></li> <li>• Outside Sportspark UEA <b>11:00am</b></li> <li>• Rear of Sainsburys, Queens Rd <b>11:30am</b></li> <li>• St John's School, entrance opposite West Pottergate Health Centre <b>11:00am</b></li> <li>• Heartsease roundabout <b>11:30am</b></li> </ul>	Whitlingham Country Park <b>Bring a picnic lunch</b>  Fun activities suitable for all.  Come and explore your creativity with the 'Open ended Playpack'

For more details, ring **07812 904652** or visit our website **www.norwichcyclingcampaign.org**

You can also email us at **info@norwichcyclingcampaign.org**

For details of other events in the area before and during Bike Week, visit **www.bikeweek.org.uk**

Participants enter the events at their own risk. Neither Norwich Cycling Campaign nor the organiser will be held responsible for loss, damage or injury to property or persons.



## What's Happening?

### Monthly Members' Meetings

**Thursday 19th July EGM**  
**Thursday 16th August**

7.30pm at Saunders & Senior Offices. 2 Tombland Alley, Norwich.  
7.30pm at Saunders & Senior Offices. 2 Tombland Alley, Norwich.

### Saturday Come and Try It (CATI) Cycle Rides

for novice, returner or 'slower' cyclists. Please note that most afternoon rides involve a tea stop.  
Ride participants are expected to take a spare inner tube and pump to fit, in case of a puncture.

**Saturday, 2 June, 2pm:** meet County Hall roundabout for ride to Loddon. Leader: Phyll, 01603 435547.

**Saturday, 16 June, 10am:** meet at start of cycle track at junction of Spixworth Road/White Woman Lane for this Bike Week seaside ride to Cromer. Café / pub lunch. Leaders: Brian and Lynda, 01603 412440.

**Saturday, 30 June, 2pm:** meet Thorpe End village green, Plumstead Road, for ride to Wroxham Barns. Leaders: Janet and Malcolm, 01603 700134.

Rides will continue fortnightly throughout the summer season. For ongoing programme please contact Phyll on (01603) 435547.

### Summer Tuesday Evening Bike Rides

Tuesday 19 June Hethersett, King's Head

Bike Week event Meet at Forum 6:15 pm or Eaton Red Lion 6:30 p.m.

Tuesday 17 July Ringland, Swan

Tuesday 14 August Crostwick, White Horse

Tuesday 11 September Salhouse. Bell

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. Martin Badham 01603 897738 (Mobile - 07762 368406)

E mail: martin.lbadham@btinternet.com.



### Cycle Week

16th - 24th June, details on page 11

National details at  
[www.bikeweek.org.uk](http://www.bikeweek.org.uk)



### 2nd Hand Bike Bits Stall

Saturday 2nd June Hay Hill Norwich

### Norwich Century Ride

Sunday 3rd June

Welcome them home in Cathedral Close 12noon - 6pm

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.