

# NORWICH CYCLING CAMPAIGN

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## A newcomer's perspective

I met Norwich Cycling Campaign at this year's Norwich 50/100. So I was pleased to be able to join several events in this year's bike week. On Monday Sarah led a gentle ride to Wymondham. There were three new faces beside myself and we were a bit of a motley crew in fitness terms. A detour of a few back streets of Wymondham timed us perfectly to lunch safely in the dry just as rain started to pelt down. Fear of further deluge deterred us from a visit to the abbey and we enjoyed a relatively dry ride home.

On Tuesday we were about to leave for Heathersett when an Italian woman came rushing up brandishing a leaflet. She had no bike but asked to join the ride! Martin, the leader, looked initially bemused and then somewhat alarmed as in a mad moment I loaned her my bike and trotted off home for a spare. Picking up my other bike I joined the others at Eaton. In Heathersett beer, food and company were good but the journey home proved more eventful. The heavens opened just as we were leaving and my new friend sported a rear wheel puncture. It was dark, pouring down, and I had neither tools nor know-how. Martin gallantly offered an inner tube but I didn't know where to begin with a back wheel in a thunder storm and reassured all it was ok to leave us. The skies were incredibly beautiful with the most violent thunder and lightning and frankly, once sodden, I enjoyed the experience. Not my new Italian friend and, as we walked, I was mildly chastised for not belonging to the equivalent of the Italian bicycle AA! Oh the mad English!

On Thursday I discovered the delights of Fraser and Andrew's recumbent world and was introduced to Rachel's Brompton (apologies for my near fatal error of referring to it as a 'shopper!') I enjoyed the company, it was a fun evening, my £3.50 winnings offset the cost of my food so I may be tempted to bingo again!

Friday's Bicycle Biryani saw Richard lead a large group of us out via Marriott's Way and back via Old Catton in glorious evening sunshine. We were very impressed on our return by the stunningly blue and yellow colour-coordinated curtains, tables and balloons, and a delicious feast.

Concerns have been expressed about low turn-out for events but I really appreciated a different ride being on offer each day. Although the week did make rather a hole in my pocket with its emphasis on buying food and drink, I really enjoyed the light hearted, fun but caring perspective on cycling, quite different from my usual self fitness training experiences.

*Tina Potter*

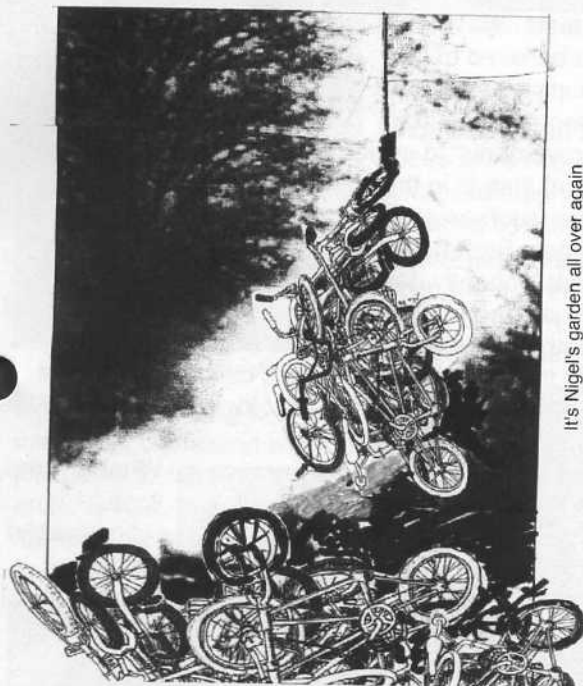
Cover: Bank Holiday Monday, Whitlingham Lane, Norwich





# More Mutterings from Matthew

We have interrupted the normal cycle of Matthew's Mutterings in order to bring you an important and disturbing report about a new crisis that has hit the city.



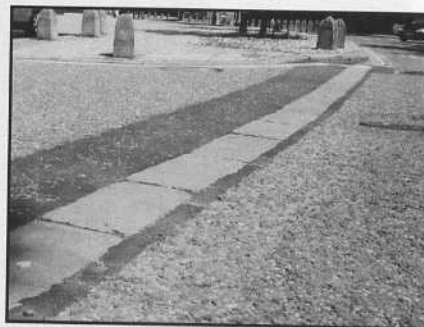
It's Nigel's garden all over again

## DISEASE RETURNS TO AFFLICT CITY Citizens face renewed clampdown - but is it too little too late?

Local government officials have confirmed that Norwich is facing a renewed outbreak of foot-and-bike disease, the debilitating tendency to regard walking and cycling as serious forms of transport. The scale of the outbreak has surprised senior officers. An unnamed source admitted that initial slight concern gave way to growing alarm when it was discovered that some of Norwich City Council's own technical officers were showing the symptoms, leading to fears that it could be spread through the way they carried out their work, and perhaps even trigger a pandemic of walking and cycling. It now seems inevitable that only a major cull will avoid a calamitous blow to the local car industry. It has been a baptism of fire for the new administration since they took control at the last election. A series of disasters have hit the city against the already fragile local situation following the melting of the ice sculptures and the failure of the football club to reach the play-offs. Then came the forcible replacement of puppet man's props by mob rule, responded to in retaliation by the ill-advised placement of a large brain in Hay Hill by tense officials, followed by something of a cerebral stand-off. Central government intervened by using unitary

status legislation to deliver a 'yes-but-no-but-yes-but' appeasement gesture to local people, and Morph, a plasticine-like council leader moulded by public opinion, could have been forgiven for thinking he had been bought time. No, he was in danger of being squashed.

Just as bucket and spade were being unpacked in a time-lapse sequence shot at Hemsby, the news broke that workmen had been seen unilaterally creating new flushed kerbs out of vertical upstands at Bedding Lane and Chapelfield East, and Morph immediately had to return to the city to chair the hastily reconvened COBLA emergency committee (Clampdown on Bike Legitimising Activity). And not a moment too soon. Reports



Vertical upstand spoilt at Bedding Lane

were already coming in of further outbreaks of pavement widening and cycle-friendly construction right across the city.

In Chapelfield Gardens, it became apparent that the previously frowned-upon act of cycling through the park was being tolerated and even helped, with the removal of barriers and conversion of the underpass beneath Chapelfield Road into a cycle path.



Chapelfield Gardens activity

When questioned under caution, one of the workers let slip that there were placards all made up and ready to install that actually stated 'considerate cycling welcome'

but this has yet to be confirmed by council sign acceptability inspectors.

Over at the Fellowes Plain development on the old N&N Hospital site, rumours began circulating that the developers had succumbed to the infection and suddenly agreed to implement a path connection through the boundary wall opposite the



Wall to be breached at Fellowes Plain



bottom of Grove Road. It is feared this will allow cyclists to get from the Lakenham area to the Golden Triangle without being in fear of their lives whilst doing the right turn into Brunswick Road.

And in Unthank Road itself, it soon became obvious that foot-and-bike was running out of control in the area of the shops. Contractors, some foaming at the mouth, were rampant - blocking up the road with stop boards and temporary traffic lights then carrying out wholesale kerb realignment with impunity, ridiculously widening pedestrian pavements as if Unthank Road



Mad activity at Unthank Road

were some sort of 20 mph traffic calmed zone. About the same time, evidence was emerging of worrying symptoms in the very

portals of the local administration, with plans being rewritten in the planning department at City Hall (and not even in the rewriting department). For example, what had hitherto been a staunch and noble scheme to place central hatching down the centre line of Colman Road (as part of a pinch-point scheme to deter cycling) was inexplicably dropped, a classic sign of the disease having struck in the left lobe of the brain cell. That a similar scheme for St Faith's Road seems to be intact merely shows the puzzling ability of some officials to develop immunity to this infection. However, cross-contamination to County Hall was clearly evident when revised drawings of the proposed Barrack Street/Silver Road superhighway intersection were leaked to local activists showing an unmistakable gap in the railings that can only be interpreted as a come-hither gesture to people on bikes.

The prevailing wind is thought to be a possible reason for the suspected development of symptoms as far afield as the Heartsease estate in the east of the city. Suddenly rumours abounded of the introduction of 20 mph zones to reduce vehicle speeds. Bizarre that may be, but it seems the idea was being largely accepted by residents as if it were normal and reasonable. Health teams have been sent to the area as a matter of urgency.

The local authority has had to face increasing accusations of past complacency as more and more instances were observed of car culture going badly adrift. It was surely a case of the enemy within when it was revealed that for some weeks if not months before the outbreak, one of the most trusted of council officers had been allocating public resources

(in the form of Section 106 monies from the Chapelfield Shopping Centre) towards an extraordinary project to destabilise the city and encourage cycling. The officer, believed to be a Mr Mel Timpson, has been placed into quarantine pending further enquiries and tests. Not only is this felon believed to be responsible for recent widespread subtle 'improvements' to cycle parking stands in the city centre (such as at St George's Street), but also an extravagantly daring plan has been unmasked, that if implemented, would smooth out the bumpy surface on Pottergate! This could threaten the very historic culture of the west side of the city, and make the Hovis lad a thing of the past.



Insidious spread of cycle parking at St George's



Historic Pottergate with Hovis lad

What is more, it could (conceivably) lead to increasing numbers of people choosing to ride bicycles into the city centre from the Earlam

Road area without having to use Grapes Hill roundabout, implying the possibility of a serious breakdown in civic control. To cap it all, drawings have been recovered from Mr Timpson's office showing an outrageous plan to make St John Maddermarket more cycle-friendly and to allow legal cycling contraflow up the narrow Upper Goat Lane towards City Hall. Surely some sort of Trojan Horse scheme to allow the St Peter's Street area to be overrun with cyclists to add to the worrying numbers of people already on foot. Indeed the self-same Mr Timpson has reportedly been seen consorting with known foot-and-bike victims on a recent 'VIP' ride during National Bike Week, an event Mr Morph was in retrospect wise enough to avoid.



VIPs ride out in June

Mercifully, there are parts of the city so far unaffected where it remains business as usual, although for how much long is a matter for conjecture. The



appearance of a splendid bollard in the middle of a former cycle path in Eaton could be regarded as an act of defiance, but was nevertheless a welcome sign of normality.



That's Eaton for you

proposed mini-roundabout at the bottom of Long John Hill (outside the Lakenham Cock public house) might reasonably be supposed to be a means of getting cyclists to skid on awkwardly positioned manhole covers, but on closer inspection there are none, and the mini-roundabout could even slow traffic thus inadvertently assisting cycling. A sign of a traffic planning system truly in crisis.



I'm a bus, know your place

Elsewhere at Chapelfield North, buses were occupying advanced stop line boxes as usual, and in Upper King Street, a van parked in the middle of the cycle path was a welcoming



Upper King Street



Cull facilities ready at Earham Cemetery

sign and a warning to bicycle users that civilisation was not just going to roll over and let anarchy rule. It is rumoured the van has been placed to guard nearby almost-invisible



Logo fade-out

cycle logos to prevent any attempt to re-paint them before they have entirely faded and are hopefully forgotten.



Cycle parking behind Greens

Other anti-cycling ploys are for the time being continuing to be effective, such as the 'cycle parking area' hidden behind Greens Fitness Centre off Barrack Street, where a bike amnesty operates and any machines left will be discretely removed with no questions asked.

But these isolated signs of hope have to be seen against a grim backdrop that suggests Norwich has yet to wake up to the sheer scale of the difficulties it faces in controlling the spread of foot-and-bike. Whereas in the past the introduction of a new pedestrian crossing on Newmarket Road near Town Close School could be regarded as 'just one of those things', there are disturbing signs that it could aid and abet people trying to cross the road, while at the same time there has been little serious attempt to create a proper pinch hazard to cyclists. Similarly, a



Matthew Williams

Editor's footnote:

*When I asked the Consultations Officer why he couldn't just give us a simple account of what (if anything) he has been doing since the last newsletter, he apologised, and said he had indeed been busy with campaigning work on most of the issues mentioned above, notably allocation of the Chapelfield money, organising the VIP Bike Ride and doing responses to various road and safety schemes - including objections to the St Faith's Road and Colman Road refuges and getting improvements to the Barrack Street proposals. I shall have a stern word to ensure we get a less cryptic account out of him next time.*  
Ed

# Bike Week 2007

**Cycle to Cromer** - Some new faces joined the cycle to Cromer led by Brian and Lynda. At times there were 19 of us pedalling along. We just got to Southrepps when the rains started. Some of us huddled in the church porch, others were more sensible and stayed at the pub. It took a while for the rain to clear, leaving some bikes in 6" puddles, so we decided to stay in South Creake for lunch. After eating and drying off, we pedalled forth but the rain caught up with us again and we all got drenched cycling into Cromer itself. Some had intended to return by train but the rain was a deciding factor for others. The 9 of us who were mad enough had a lovely cycle back through Hanworth and round Aylsham without a spot of rain in sight!

**Nipping round Norwich** - More new faces were amongst the dozen of us led by Rachael taking a circular tour of Norwich. The tour started outside the Forum and then went via Chapelfield and the back of the old N&N site, round Grove Walk to Lakenham Way. Peeling off to the left down Cavell Road and up Netherwood Green we cycled past the tribute airplane to RAF Coltishall at the back of County Hall. Then Riverside, along the river under the friendship bridge and back onto the road in front of the station. Turning up Prince of Wales Rd, we took advantage of the new cycle provisions to turn right into St Faiths Lane then through Cathedral Close to Bishopsgate and the river. Crossing Friar Bridge allowed a detour along Oak Street and Marriotts Way before returning via Old Palace Road and St Benedicts.

**Bikes and Beer at Hethersett** - An Italian lady was guest of honour for our ride, turning up at the Forum on the off chance we could find a bike for her. Fortunately, and kindly, new member Tina had a spare bike at home nearby so 7 of us, led by Martin, cycled out to Hethersett via Ketteringham. We were joined by a contingent of 5 from Wymondhamr. The cycle back to Norwich along Hethersett Cycle Path was adventurous - lightning flashing to the side of us, rain starting and ----- a puncture. It would have to be our Italian guest with the puncture! With no correct size inner tube, she and Tina had a long walk back to Norwich whilst the rest of us cycled back as quickly as we could in the rain.

## Wednesday Rides

Happily, the morning was dry for the two hour excursion led by Rachael out to Bawburgh via the Hethersett Cycle Path and Little Melton returning via Bowthorpe and then down Marriotts Way. The three of us had a lovely sit in the sun at Bawburgh

watching the very full river flow by.

The one hour ride was even more exclusive. New face Malcolm was escorted by two of us along Newmarket Road, through Eaton Rise and Tuckswood and then back to Norwich via Lakenham Way. It didn't even rain!

**Bikes and Bingo at Blofield** - Fraser led a select team of 5 (himself and two recumbents included) out to Blofield for a lovely summer evening ride through the country lanes. We were also reasonably successful at the bingo with 3 of us winning either single or double lines - no full houses though!

**Bicycle Biriani** - A lucky thirteen of us, including a couple of new faces, set out along Marriotts Way with the sky brightening at each revolution of our pedals. At Drayton, a few decided they wanted to repeat the experience and so cycled back along Marriotts Way. The rest of us continued up through Drayton and discovered little snickets that few of us knew about across the Aylsham



Road to the back of Horsham St Faiths. We then cycled into Spixworth and Catton and back to Princes Street for a 3 course biriani cooked by our own fair hands.

**Snowball Pedalling Picnic** - Five groups started separately joining up to become a human snowball at County Hall roundabout.



The happy band cycled to Whitlingham Visitor Centre where we made use of the field for picnics, frisbees





and, more creatively, some art inspired by an open play pack organised by Jo Conway. Large cobwebs of wool appeared on the grass, small delicate wood structures rose from the ground. Fortunately, the

rain held off just long enough for the finale, Matthew's

annual outing of the hurdie gurdie!

*Rachel Mold*



## Summer Challenge at CNS

With generous support from members of Norwich Cycling Campaign we held our 4th Summer Challenge Cycling Week at CNS. Twenty-five young people with an interest in cycling and on the point of transfer from primary to secondary school had a fantastic experience of the highs (and lows) of cycling in Norfolk! Five days of increasingly challenging activities led up to a day of off-road riding in Thetford Forest on Friday. When asked what they had most enjoyed about the week - the young people spoke about the ride to Beccles, and the off-road day as the most exciting, and the activities which gave them the greatest sense of achievement. Some also rated the lessons in basic bike maintenance - puncture repair, chain and gear adjustments as fun and helping them to become independent. Many had never envisaged



being able to ride to the centre of the city safely. We mustn't underrate the challenge to the parents of these young people in allowing their children to take part. In a risk averse society it must be hard to entrust your children to a group of strangers and send them off to cycle to the centre of Norwich, out to East Carleton, along Marriott's Way to Attlebridge and especially on the long ride to Beccles. As the organiser of the event I feel that giving young people the opportunity to experience and manage risk is an important and all too often missing part of growing up.

So heartfelt thanks go from all the participants, and especially from the CNS team of Martin Sawyer, Gary Seal and myself to everyone at Norwich Cycling Campaign, especially

Richard Bearman, who coordinated and led the team of volunteers - Colin & Shirley Burrage, Phyll Hardie, Mary Cozens, Dave Hart, Sam Earl, Mark Champion, Nicola Maunders, Graham Bergin, Jeff Jordan - and Nigel Howard who drove our van for bike pick-ups on the return from Beccles. Without you - none of this could happen!

*Thea Abbott*



## Phyll's Philosophies

Following my last Philosophies I was contacted by one of our readers. I had written that the police showed little interest in moving on parents parked in the Newmarket Road cycle lane while waiting for their offspring coming out of Norwich High School, in spite of this lane being mandatory, bordered by a continuous white line which technically forbids anyone from parking in it.

My correspondent had written to his MP, Charles Clarke, about the speed humps and 20mph limit in the Avenues being ignored by most traffic. He wondered what was the point of having a 20mph limit if it was not being enforced. Charles Clarke referred the matter to the police and in due course had a reply from the Chief Superintendent. There had been, he said, no collisions in which speed was a factor nor any prosecutions for speeding along The Avenues. Because of lack of resources they could not cover all locations and have to target more problematic areas. He added that there were no plans to conduct speed checks in The Avenues in future.

We don't know what, if anything, Charles Clarke did about this response but maybe local councillors could be lobbied to get tougher enforcement by the police. How about residents getting together to demand speed cameras where needed. There are plans to extend the 20mph zone; such plans are surely incomplete without proper enforcement. Since there are several schools in the area, and speeding traffic is a deterrent to parents allowing their children to cycle to school, we look forward to hearing more about this on-going problem. Meanwhile, perhaps we cyclists should lobby for a clear run along the Newmarket Road cycle lane without having to move out into the main stream to avoid illegally parked cars.

Poor driving is another factor that deters potential cyclists. Should there be an upper age limit for driving? With lack of convenient public transport, and closure of local shops, post offices and services, the car does at least allow the elderly to lead independent lives and regular eye tests throughout one's driving career could improve driving standards. But it is the attitude problem of young drivers that really needs to be addressed. Road crashes are the biggest single killer of 15 - 24 year olds in industrial countries, with death rates double those of older drivers. Young men have three times the death rate of young women, more of whom die as passengers than as drivers. The main problem is not so much lack of car control skills as showing off, aggression, competitiveness, over-confidence, distraction, drugs, alcohol and fatigue, on all of which conventional driving instruction has no effect whatsoever. Although

this has been known about for over 20 years, the psychological aspect of attitude has been outside the remit of driver training and testing. This is now beginning to be taken more seriously. In January the Dept for Transport published a research report on the beliefs and behaviours of young drivers. Proposals have been made which could result in changes to young driver training and testing. The Under 17 Car Club has been operating in schools for 30 years, teaching driving skills and attitude behaviour (have you heard of it?) Perhaps its methods should be more widely known and practiced. Perhaps it could also teach cycling skills and appropriate behaviour to the same age group. Let's hope these initiatives can be brought in soon, before too many more young, and not so young, lives are lost.

The imminent issue of a new edition of the Highway Code has caused much lobbying and activity by cyclists and cycling organisations to get an acceptable form of wording, so that use of facilities such as advanced stop lines, cycle lanes and paths and toucan crossings are not to be seen as mandatory. These rules are so badly worded they could provide a feast for lawyers, but they are now better than the original. In response to the latest consultation, the DfT is to commission new research into cycling safety, including the use of cycle facilities.

The new rules:

61 Cycle Routes and other facilities. Use cycle routes, advanced stop lines, cycle boxes and toucan crossings unless at the time it is unsafe to do so. Use of these facilities is not compulsory and will depend on your experience and skills, but they can make your journey safer.

62 Cycle Lanes. These are marked by a white line (which may be broken) along the carriageway. When using a cycle lane, keep within the lane when practicable. When leaving a cycle lane check before pulling out that it is safe to do so and signal your intention clearly to other road users. Use of cycle lanes is not compulsory and will depend on your experience and skills, but they can make your journey safer.

In Switzerland, following the lead of Bern, there are changes in approach to cyclists. Cycle tracks are being eliminated and cycle lanes used only in short sections to give priority at junctions and similar places. Instead, new measures are being put in place to safeguard cyclists in mixed traffic where they are vulnerable. Adult cycle training is also being promoted.

At the recent Velo-city conference in Munich, the climax was devoted to presentations by five European cities - Copenhagen, London, Paris, Munich and Brussels, vying to become the world





leader in cycling. Copenhagen already has 36 per cent of journeys by bike but wants 50 per cent by 2015. London has seen 83 per cent growth in cycling in the past six years but has plans for 400 per cent growth by 2025. Paris has a target to reduce car use by 15 per cent in six years, with more than 20,000 rental bikes, similar to the system currently operating in Lyons. Munich and Brussels have lesser progress but big plans. The consistent theme was the need to accommodate more cycling on roads, a significant change of strategy for continental cities. Cyclists want faster, more convenient and safer journeys than cycle facilities can provide, and segregated facilities could not cope with the large number of cyclists hoped for. So maybe the rules for cycle facilities in the next Highway Code will be better than the contentious ones in the current issue.

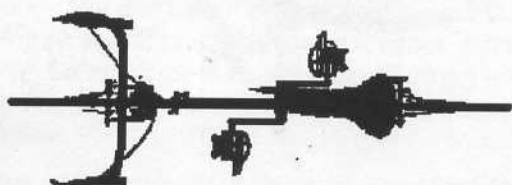
22 September is the annual Car-free Day, or in modern parlance, 'In Town without my Car' day. In the past Tombland and Queen Street have been closed (the latter becoming more permanently so), while Wells-next-the-Sea has made quite a big day of it. But, in Norfolk at least, Car-free Day seems now largely forgotten about. Other places are not so backward however and the theme for this year's Day is Streets for People. The idea is that councils invite bids from residents to close their streets to hold parties or whatever. It's a pity nothing is arranged for

Norwich. Info on [www.itwmc.gov.uk](http://www.itwmc.gov.uk)

I was recently accosted by a very aggressive and rude bus driver for attempting to board with my folded Brompton, which I intended to deposit safely in the luggage compartment. Didn't I know, he shouted, that I should have it enclosed in a bag, so that if he braked suddenly and a passenger was thrown on top of it (in the luggage compartment!) they wouldn't be so likely to suffer injury? Well, yes, I did know about this and I do have a Brompton bag tucked away at home somewhere. But in ten years of travelling on public transport with my Brompton I have never used a bag, or seen anyone else use one, and had never had any problem before. If folding bikes must be bagged, what about baby buggies - a notice on the outside of the bus states it is 'buggy friendly' - and wheelchairs? Don't they have to be bagged also? If not, why not? The bus driver invited me to write to his boss knowing, he said, that he would back him up to the hilt. I did, describing the humiliation I felt in front of the other passengers. The interim response I've received apologised for the driver's behaviour and said he would be spoken to. The final response could be significant for how we travel with folded bikes in future.

*If readers wish to comment on anything I write, or even on something completely different, please write to me c/o the Norwich Cycling Campaign address.  
Phyll Hardie*

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## CONNECT2 - A BIG OPPORTUNITY FOR NORWICH

### Norwich and Connect2

Norwich has the chance to share in up to £50 million from this year's Big Lottery Fund Living Landmarks programme on TV.

If the Connect2 project, launched by the sustainable-transport charity Sustrans, wins the public TV vote in December, Norwich will at last gain the new bridges and crossings to make it possible to cycle directly from the back of the football ground to the 'river gateway' - the beautiful but presently hard-to-reach countryside immediately downstream from the city at Whitlingham.

### The organisation behind Connect2

Sustrans works to help people to travel in ways that benefit health and the environment. Their Connect2 project is an innovative approach to the Living Landmarks competition; it is not limited to a single region, but covers improvements to local travel in nearly 80 parts of the UK, including Norwich.

### The City Council and Connect2

Connect2 fits in with Norwich City Council's long-standing plans for a network of footpaths and cycle ways to link the city with Whitlingham Country Park, which are part of its own bid for funding as a Growth Point area. If Connect2 wins, local government money could be unlocked to supplement what Norwich gets from the Big Lottery Fund.

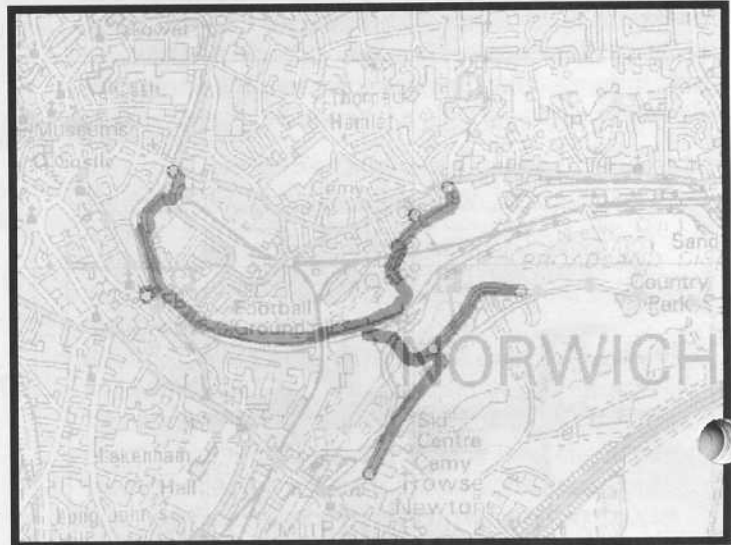
### National campaign - local action

A national campaign has started in all the communities in the Connect2 project to win support for the final vote on 7 December. Sustrans is co-operating with local organisations on the job, and asked Norwich Rivers Heritage Group (chaired by our own Matthew Williams) to co-ordinate the campaign in Norwich because of its work to make our 'river gateway' accessible; the group is working with other interested local bodies.

### Would you like to see this succeed?

What you should do:

- (1) visit [www.sustransconnect2.org.uk](http://www.sustransconnect2.org.uk), find the Norwich scheme and send a message of support,
- (2) tell your friends to do the same,
- (3) look out for the TV programme later in the year and VOTE FOR IT!



### Money talks: How concern for the planet is changing the way we shop

By Rebecca Armstrong

Published in the Independent: 12 July 2007

#### Bikes vs 4x4s

In the capital a battle is being fought between gas-guzzling 4x4s and greener-than-green cycles, and it looks as though the bikes are winning. Between 2001 and 2006, trips by bike increased by 50 per cent to 450,000 per day. There has also been a 15 per cent increase in journeys on the National Cycle Network, to 232 million journeys. In the previous year the rise was 11 per cent. And at Christmas, Ikea gave all its 9,000 UK "co-workers" folding bikes. Meanwhile, sales of 4x4 vehicles are falling, and it's happening faster in London than in the rest of the UK, according to new figures. There were 3,172 4x4s sold between January and May, down from 3,402 in the same period last year, according to the Society of Motor Manufacturers and Traders. This amounts to a 7 per cent fall in sales in London, compared with a 5 per cent drop across the country. A Mintel report also shows that 32 per cent of people nationwide are trying to cut down using their cars.



## Bike Week VIP Ride 2007

Every year during Bike Week there is a short cycle ride around the city to which councillors, traffic engineers and others of influence are invited, to show the good and bad points of cycle provision. This year's ride was attended by a few councillors, (LibDem and Green only), our city cycling officer, Tim Mellors, and a few Cycling Campaign members. We were led by our consultations officer, Matthew Williams. A route map listed features needing attention to make them safer and more attractive to cyclists, as well as the success stories.



along Duke Street. This will allow access to St Andrew's multi-storey car park where there is now cycle parking under the eye of an attendant, allowing tourists on NCN route 1 to leave their bikes and bags securely while they explore our 'fine city' on foot.

Down Fishergate we entered Jarrold's site to see the position of the proposed cycle/pedestrian

bridge over the river. This will give access to the riverside path and cathedral precincts from the north of the city. Passing through Tombland, along Upper King Street and down Prince of Wales Road we needed to turn right into the railway station; an advanced stop line (ASL) at the lights on Foundry Bridge would be very helpful here - provision of ASLs are Cycling Campaign target 3. At the station in the new set-up for buses and bikes all the Sheffield racks were occupied by locked bikes (62 in fact). More racks are awaited. Surely an encouraging sign.

From City Hall we cycled along Pottergate, noting a surface still awaiting work to make it comfortable to ride on - Cycling Campaign target 1. The valuable underpass allows cyclists and pedestrians a level route into the city avoiding the bridge over Grapes Hill. At the junction of Heigham Road and Earlham Road the pedestrian crossing island was pointed out. Such crossings are designed not to impede vehicle flow, but due to width issues they are a hazard for cyclists who tend to get squeezed off the road.

Taking to small roads parallel to the narrow and congested Heigham Road we crossed Dereham Road and entered Adelaide Street where we were confronted by a health centre and associated large car park - 'We don't want cyclists passing our front door, or cycling through the car park either - safety issues!' So much for the NHS encouraging a more active lifestyle by getting people out of their cars and to bikes.

A rather scary crossing of Heigham Street led to the Dolphin Path and Bridge and Marriott's Way, a definite success story. The two-stage pelican crossing of St Crispin's Road took more than 30 seconds wait for each stage before we could cross this inner ring road dual carriageway, and this is a part of National Cycle Network route 1. No wonder some people get impatient and cross on the red. The narrow right angle turns make this crossing difficult for cyclists - did the planners try it out on their bikes before approving it? Clearly a device for maximising vehicle flow at the expense of cyclists and walkers who, we're told, are top of the transport hierarchy! Improving and increasing the number of crossing points on the inner ring road is Cycling Campaign target 2. Down Oak Street and along Colegate, we heard of the proposal for a contra-flow for cyclists

Across Koblenz Avenue into Riverside we were now on another success. However crossing Carrow Road was not easy as the traffic both ways was continuous and no-one was prepared to let our group over - Cycling Campaign target 2. Around the back of Norwich City football ground we heard some interesting news. A continuation of the riverside path under the railway line by the swing bridge and over two bridges, or self-operated chain ferries, to allow access to Whitlingham Country Park, is one of 79 nationwide community schemes proposed by Sustrans for their innovative Connect2 project. Connect2 is being submitted to the Big Lottery Fund's 'Living Landmarks: the People's Millions' programme, and has been shortlisted, one of six to be decided on by public vote on ITV1 in December. Watch out for it and, when the time comes, please vote for the Sustrans project. More info can be found on [www.sustransconnect2.org.uk](http://www.sustransconnect2.org.uk) (See opposite page for details)

It was an excellent informative tour, but what a pity there were so few VIPs to learn from it. This reinforces the impression that cycling is considered of minor importance and certainly not worth spending much money on. In other words, it continues to have an attitude problem. For us cycling campaigners there is still plenty to do.

*Phyll Hardie*



# What's Happening?

## Monthly Members' Meetings

**Bike to Work Breakfast, Tuesday 11th September.** 8am - 2pm Outside the Forum with Dr Bike session and other stalls as well as NCC

**Open Meeting on Congestion Charging, Thursday 20th September.** 7.30pm at The Greenhouse, Bethel St. Norwich. Speakers will be Ian Parkes, Principal Transport Planner, Norfolk County Council and Eddie Tyrer from Mott MacDonald

**Thursday October 18th** 7.30pm at Saunders & Senior, Tombland Alley, Norwich

**Annual General Meeting, Thursday 15 November** 7.30pm Barrett Room, United Reform Church, Princes' Street. Please bring along some food to share.

## 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, 8 September, 10.30am:** meet County Hall roundabout for day ride to Reedham via ferry (fare £1). Pub lunch or bring picnic. Leader: Fraser, 471827.

**Saturday, 22 September, 2pm:** meet County Hall roundabout for ride round Whitlingham Broad and Country Park. Leader: Phyll, 435547.

**Saturday, 6 October, 2pm:** meet Thorpe End village green to pedal round the Plumsteads with Janet and Malcolm, 700134.

**Saturday, 20 October, 2pm:** meet Barn Road roundabout start of Marriott's Way for short ride to Drayton. Leader: Phyll, 435547.

The CATI ride season finishes here. Hopefully it will resume on Easter Monday 2008, but contact Phyll nearer the time, or see website [www.norwichcyclingcampaign.org](http://www.norwichcyclingcampaign.org)

## Summer Tuesday Evening Bike Rides

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.

Please 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](mailto:martin.lbadham@btinternet.com).

Next newsletter is scheduled for December, contributions to [david@vanedwards.co.uk](mailto:david@vanedwards.co.uk) by November 20th 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)

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

### 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)

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.