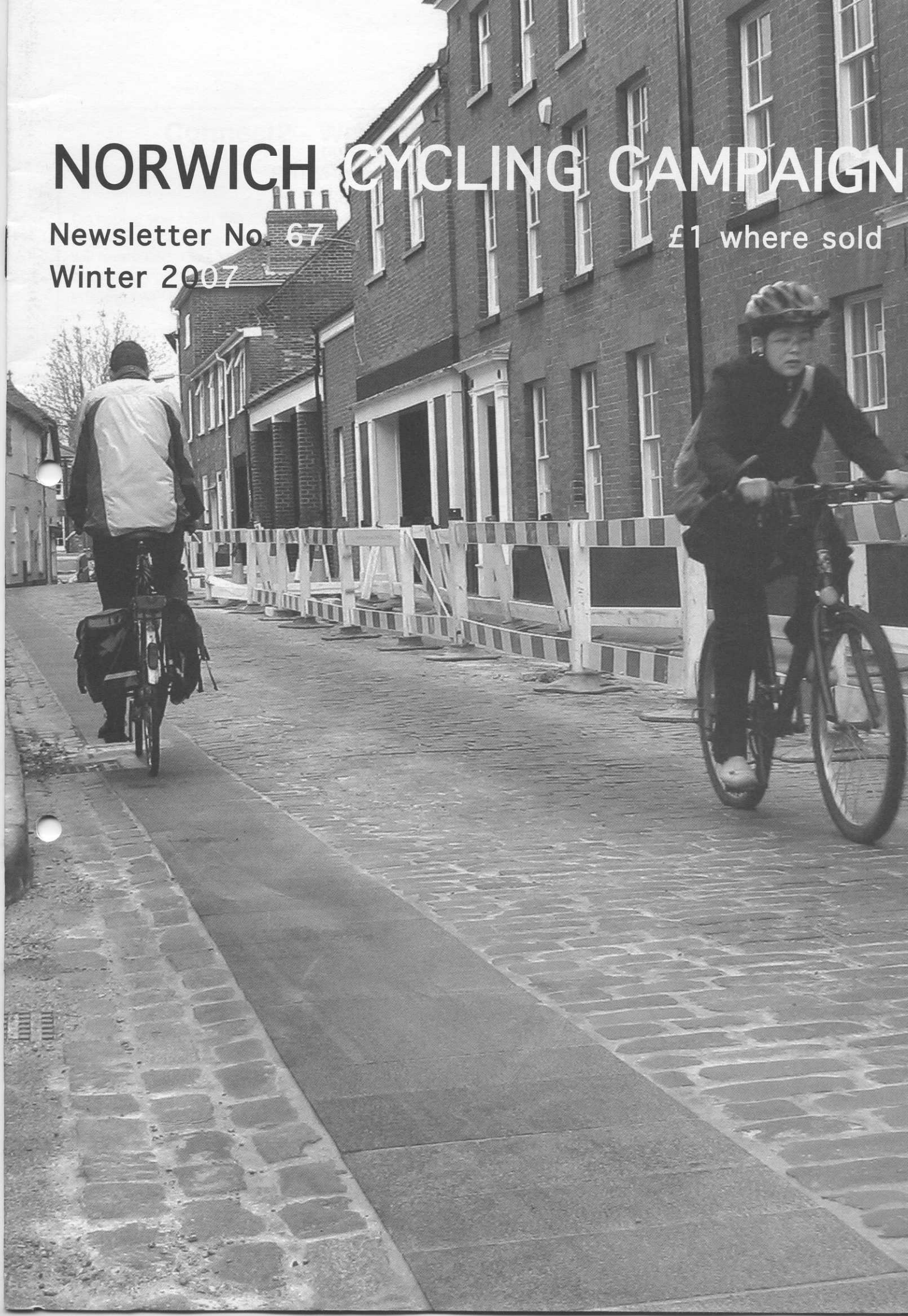


# NORWICH CYCLING CAMPAIGN

Newsletter No. 67

£1 where sold

Winter 2007



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01603 212237 or email [timmellors@norwich.gov.uk](mailto:timmellors@norwich.gov.uk)

## Book Review

'The New Green Consumer Guide' - Julia Hailes (Simon & Schuster UK Ltd, 2007, £14.99)

'I'm not a perfect green consumer but I realise there are lots of things we can do to make a difference', says the author. 'This book tells you what they are, and it's not always what you'd expect.'

I bought this book as a result of reading extracts in a national newspaper and have found it most readable and useful. It covers such topics as 'Home and Garden', 'Food and Drink', 'Transport' (yes, that's us) and 'Personal Matters'. We can learn about what household products to use and what not, heat and power, what to eat and what to avoid, the green credentials of differently powered vehicles, cosmetics and jewellery, money and finance, even the greenest method of disposing of one's body. Every section includes website and contact details of recommended companies and organisations. This is a most useful reference book as well as a thoroughly good read. I recommend it.

Phyll Hardie

**Without comment!**

**Clicking on the link "A Cycling strategy for Norfolk"  
leads to:**

**Not found - 404**

**URL requested (/klwnbug/cyclingstrategy.html) not found**

Cover: Partially-complete new surface at Pottergate already attracting bicycle users, early November 2007





## Connect2 - Whatever you do, vote for this on December 7-10

I'm hoping you catch this article before the absolute close of voting at noon on 10th December 2007. I'm also hoping that you're already well aware of the national Big Lottery Living Landmarks competition that will award £50m to just one of (what is now) only four competing projects. They are Eden Project, Sherwood Forest, Black Country and Sustrans Connect2. The last one isn't just one location, but 79 projects across the UK, and we are very fortunate to have one of these here in Norwich - to link the city centre with Thorpe and Whitlingham via new riverside cycle paths and river crossing.

You can find lost of information about Connect2 on [www.sustransconnect2.org.uk](http://www.sustransconnect2.org.uk) and also on [www.thepeoples50million.org.uk](http://www.thepeoples50million.org.uk). There is TV coverage on ITV1 from 3 to 12 December.

It's a crazy way to raise and spend money but we must go for it. We will only get this if Connect2 wins the vote. You have a choice of either voting online between 9am on 26 November and noon 10 December on [www.thepeoples50million.org.uk](http://www.thepeoples50million.org.uk), or by telephone vote between 9am on 7 December and noon on 10 December. No profit is being made on these calls, all are standard rate.

Please don't forget!

MW/14.11.07



The assembled multitude near Carrow Bridge kicking off the Norwich Connect2 campaign at the end of September



# More Mutterings from Matthew

One of the things about blokes of my sort of age is we tend to go on and on about the same few issues (don't we, Victor, yes we do, Matthew). On and on, round and round, just like, well, the pedals on a bike... So as not to disappoint you, I feel compelled return yet again to a couple of well-worn themes.

I have been going on (entirely on your behalf, you understand) for years to local authority engineers and contractors about dropped kerbs. To the extent that I dare not venture too close to certain highway maintenance individuals for fear that they may have sudden ideas on just where they could drop their kerbs. The question is of course that of flushness. Last time in an exuberant fit of optimism (you caught me near the top of a cycle) I declared the arrival in Utopia, having just witnessed the rectification of the longstanding vertical upstand at the junction of Palace Street and Bedding Lane. As the rose-coloured mist cleared, it became clear that the city still has much to offer the upstand-fancier equipped with bike suspension and a well broken-in rear. Travel with me if you will from Prince of Wales towards King Street, await the signal change at Rose Lane, then charge headlong towards the mighty ker-dunk that awaits on the far side of that junction. Frankly, I'd rather be the jobbing human cannonball at the show than have to negotiate that one every day. And it looks so innocuous...

You see, the only way to get anything done about these things is to be obsessive, a nerd, an anorak (or all three). You swap your self-esteem for a smooth drop kerb. Safety arguments also help. I finally got something done about that sneaky upstand at the south end of Chapelfield East (into the park) by making myself look a right wally and piddling off the bike on purpose during last year's VIP Ride. And who in their right mind would get down on all fours in public just to photograph how subtly flush it really is now?



Rose Lane/King Street



No ker-dunk if you cross the kerb just here

The other theme must of course be bike parking, and what constitutes it. Or not. Do I need to explain? What, again? Well, having got into King Street, let's proceed a little further, to Wensum Lodge, and inspect a camel. Er sorry, the spell-checker seems to have missed that one, I meant a cameo. I little illustration of what doesn't constitute bike parking.

The temporary security fence we find protecting road works at the entrance clearly isn't bike parking, because a helpful sign has been placed upon it to help those who may have been mistaken.



Sorry, my mistake

So we follow the tantalising little signs leading us a merry walk around the periphery of the building towards the cycle parking, our hearts pounding with mounting anticipation.

At last, there it is, with a sign to tell us so! As I said, that doesn't constitute bike parking! You could however try tethering your camel to it (I knew it would come in handy somewhere).



- The object of our quest, all the cyclist could ever have dreamed of

Or to put in another way, you may have noticed some brand spanking new industrial units (if you like that kind of thing) erected off Hall Road by those demon-developers Norwich City Council Ltd. We shall incidentally be collecting our modest



commission from them for providing free advertising. Yes indeed, what more could we want than covered cycle parking. Where? Well admittedly across the distant side of the car park, but at least it's there.... but what's this? You're kidding... 1960s-style wheel grabbers! I hang my head in sorrow and disappointment. I can hear Morph's explanation now... the growth in the Leeds economy means there's a world shortage of Sheffield stands...



All mod cons

And third in our case study, it is more than four years since we first reminded Cinema City that patrons arrive by bike. You'll recall their initial response was to invest in a sign saying don't leave your bike outside, it'll be nicked (an idea lately taken up by the police). But after patient negotiation amidst the



rubble and wreckage of a successful picture-house, we eventually won them round, and last month the new emporium duly opened, provided in the nick of time with some shiny new stands (pictured here on the very first night). They almost got it right.



It's thought Peter Crouch parks his bike here

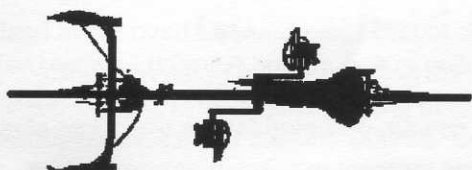
And finally, rejoice. And again I say, rejoice. Yes, it's still me speaking. You should find some script elsewhere in this newsletter about the resurfacing of Pottergate, one of the major schemes within the Chapelfield Cycling Project. It's happening and it what's more it works. Even the CityCare contractors have remarked at the positive quips they've had from passing cyclists. Flush surfaces, don't you know.



Blissful comfort being installed at Pottergate

Matthew Williams

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## Chairs report for 2007 AGM.

Within a few days of the new year beginning, the Evening News were on the phone asking what did we think of the Government's plan to pay parents if their children cycled to school? As usual with the press they wanted a viewpoint - preferably controversial - right now! January is perhaps not the best month to offer such an incentive, but since when did a little factor like the weather ever influence those mandarins planning cycle routes from the comfort of their Whitehall offices?

If we want to raise the profile of Norwich Cycling Campaign, then we had better form a view on these issues and make it known to journalists. I have based my responses on the Campaign targets for 2007 wherever possible. There has also been the opportunity to use the letters (EEN 18/1/07) to point out the absence of cycling in the county council debate on city transport solutions. On 30th January the paper reported a police crackdown on cycling in certain parts of the city centre where cycling is banned (but large delivery lorries allowed) which enabled us to point out the confusing set of bylaws which apply in Norwich. Also during January the MP for Norwich South threw his not inconsiderable weight behind green transport initiatives and criticised the county council for its short-sightedness. I don't often find myself agreeing with Charles Clarke, but it was another chance to write to the letters page and promote cycling.

May 31st saw an article about lack of high quality secure cycle parking at the city's high schools, and the opportunity to link regular daily exercise with tackling the issue of childhood obesity. Then in early June came the real fear that some of the £200,000 Chapelfield money would not be spent by the deadline of October 2007, which gave an opportunity for a photo of myself with bike in the Evening News. Thanks to the efforts of our consultations officer this has been avoided, and the money put to good use for cycling in Norwich. I would also like to mention Sue Bergins for producing weekly copy for the EDP each Saturday during the summer, which gave us another opportunity to promote national bike week events as well as reach out to new and returning cyclists with adverts for all manner of local rides.

September's campaign meeting with Ian Parkes from the county council, saw a lively discussion of the congestion charge feasibility study for Norwich, but mainly served to show that the county planners do not see cycling as part of the solution for Norwich's transport infrastructure, just road building and creating more bus lanes. He did let slip that guided busways may be part of the package, so we need to keep a careful eye on that potential development. Finally on 8th November a surprise call about the revamping of the memorial garden outside city hall apparently includes the possibility of a 'cycle store' Exactly what form this would take is still unclear, but the opportunity to rekindle the idea of a proper cycle centre for Norwich was not to be wasted.

Whilst I have not been proactive in sending press releases to the local papers, I hope I have made best use of the opportunities when the media wish to get a viewpoint on cycling in and around Norwich. I would value members guidance on our policy on lights, helmets, cycling on pavements etc. etc. - maybe at the January campaign meeting we can discuss some of the issues in detail, so I am prepared for the onslaught of quotes needed for 2008!

Richard Bearman

Attentive audience at Norwich Cycling Campaign's open meeting on 20th September all about Norwich's very own congestion charging



## Treasurers Report

The audited accounts for 9 months to 31 August 2007 were broadly in proportion to the previous 12 months accounts to 30 November 2006 (honorary auditors report available by contacting the Treasurer).

There are two main areas of difference:

1) the relative high value of donations - £255 in 9 months compared with £145 in the previous 12 months. The generosity of members in paying these sums in addition to their subscription is very much appreciated and acknowledged.

2) higher expenses on postage and envelopes - £165 in 9 months compared with £140 in previous 12 months. There was one newsletter where the majority were posted rather than hand delivered and the cost of posting each newsletter had increased.

The out-turn is the expenditure slightly exceeds income, by £94 in the 9 month period or approx 7%.

Points to note:

1) we currently spend over 60% of our members subscriptions and donations on printing newsletters

2) the biriani meal ran at a slight loss (£23) this year but plans for next year are to go to a curry house.

The overall balance of £3243 remains very healthy. Consideration will be given at future meetings on how to use a proportion of this balance in a strategic way to support the aims of Norwich Cycling Campaign.

Rachael Mold, Treasurer

Income	£	Expenditure	£
Members subscriptions	965.00	Telephone	0.00
Members Donations	255.00	Printing and copying	348.00
Newsletter/Map sales	16.00	Newsletter	750.00
Newsletter Adverts	15.00	Meetings	50.00
Events	0.00	Postage, envelopes, copying	164.84
Biriani Meal	106.00	Travel	0.00
Hay Hill Stall	11.00	Conference fees	0.00
Bike Week Donation	21.40	Subs and website	60.00
Bank Interest	31.41	Biriani room hire and food costs	129.06
		Stall on Hay Hill	13.00
<b>Totals</b>	<b>1420.81</b>	<b>Totals</b>	<b>1514.90</b>
Surplus/deficit for year	-94.09		

## Chapelfield Cycling Project update

At the Cycling Campaign AGM I reported that much of my attention this year has been devoted to the Chapelfield Cycling Project, participating in negotiation and decision-making on the spending of some £200k via monthly meetings with the City Council, County Council, LendLease and Capital Shopping. Thanks to jugular public pressure exerted at the right time by Norwich Cycling Campaign (for which grateful thanks if you did), we avoided the disastrous possibility of losing the money because of it not being allocated by the 3-year time limit.

In terms of allocation, I managed to dig in on the things we thought were most worthwhile, and fended off attempts by the City Council to siphon money off to support other (overspent) projects.

In summary, we will have gained Pottergate resurfacing (£62k), cycling in Chapelfield Gardens incl. subway (c.£30k), contraflow cycling from St Andrew's Street via Upper Goat Lane to St Peter's Street (£38k), secure cycle parking within St Andrew's Car Park (c.£15k), covered cycle parking opposite Theatre and at The Forum (c.£25k) and other cycle parking improvements at St George's Street, Art School Garth, Gentleman's Walk, plus design work for other sites not to be implemented from this source of funds (c.£28k), cycle map update and other promotion (£2k).

As we go to press, the planned Pottergate scheme has just been completed. I'm informed that the remaining section of cobble bits at the top of Ten Bell Lane will be sorted out as part of different budget in the next twelve months.

Matthew Williams





## Phyll's Philosophies

Sustrans has recently released the results of its latest survey of journeys on the National Cycle Network. Of the 338 million journeys on the network recorded in 2006, around half (168 million) were made by bike, the rest on foot. This is a rise of 50 per cent on the previous year. These figures contrast with the DfT ones that show no growth in cycling or walking as they don't take account of journeys on traffic-free routes, which consistently show themselves to be where cyclists prefer to cycle. In urban areas these are especially important, accounting for 19 per cent of the NCN but carrying 80 per cent of all journeys made.

This is all very good news, but have you noticed a corresponding decline in the number of cars on the road? Sadly, the opposite is the case. Currently there are 26 million cars on British roads, a number expected to increase by 30 per cent within the next ten years. Certainly there seems to be more cars about. Even on a Sunday early morning spin round the country lanes I meet more of the perishing things than ever before.

According to a Channel 4 'Dispatches' programme transport has been the government's worst failure. Would 'pay as you go' vehicle use reduce traffic? Transport analysts reckon it's the answer but there has been huge public opposition to the proposal, with 1.2 million people signing an on-line petition against it. In London traffic has fallen 20 per cent since congestion charging was introduced. Bus services have improved and cycling has increased but there have been reports of a fall-off in business. (Why do retailers think that trade depends on streams of cars passing their premises? We've heard squeals of concern over proposals to close part of St Benedict's to motor vehicles. Have no lessons been learnt from pedestrianisation of The Walk?)

In Singapore one needs to apply for a government permit before being allowed to own a car, as in the German Democratic Republic before unification. They use Electronic Road Pricing (ERP), which is expensive. Would such a scheme work here?

It seems to me that whether we have pay-as-you-go, congestion charging or ERP, drivers will continue to drive everywhere, they just love their cars too much. Unless and until bus travel is made more convenient and very much cheaper than at present, nothing will tempt drivers to use alternatives. Most still continue to think of cycling as 'dangerous' - I'm fed up hearing how brave I am! Fewer cars on the road might encourage them, along with readily accessible adult cycle training. It's a vicious circle, isn't it, but

something drastic will need to be done sooner or later, possibly sooner seeing the more strident calls to do something to save the planet.

\*

We've had a few commuter challenges in our time, usually as part of National Bike Week, but we've managed to demonstrate that the cyclist has a good chance of reaching the agreed destination first when up against a car and public transport. It was interesting, then, to see the idea on BBC's Top Gear programme. The event took place in London, from Kew Bridge in the west to City Airport in the east, during the morning rush hour. The cyclist, presenter Richard Hammond, was competing against a car driven by James May, a speed boat on the Thames piloted by Jeremy Clarkson, and an anonymous and disguised public transport user known as The Stig. Because of all the restrictions and hold-ups the cyclist actually arrived at the destination first, by the skin of his teeth and after numerous risky manoeuvres which no normal person would even think of attempting. One also got the impression that the effort nearly killed him - a fair assessment of cycle commuting in a busy city? I don't think many viewers would be tempted to try it, but what can one expect from a programme devoted to promoting the wonders of the car?

\*

The case of a cyclist who killed a pedestrian on a pavement in Cornwall has received a lot of national attention but in fact this is only the second such incident since 1999. Why haven't we heard more about the 80 or so pedestrians killed on the pavement every year by motorists? Typical, isn't it.

\*

How much does **example** encourage people to get on their bikes? Former headmistress Anne Mustoe reckons it was seeing a lone cycle tourist in Australia, while she was on a coach tour, that gave her the urge to do similar. On taking early retirement her pupils presented her with a bicycle - and she went on to cycle round the world. The story is told in Anne's first book, 'A Bike Ride', well worth reading. She has since written about her several other tours, including round the world again but in the opposite direction.

Maybe her example is rather extreme but I do wonder how much seeing us on our bikes encourages others to do similar. I know that the written account of Christine's and my ride down the Rhine (see our website) encouraged at least one couple to do likewise, while that of our ride on the Trans Pennine Trail got at least one family to do it.





All this reminds me of the young woman answering one of my questionnaires, 'What would encourage you to cycle more?' with 'Seeing more people doing it.' So although we may not realise it, seeing us out on our bikes, especially if we appear to be enjoying it, is an encouragement to others. Norfolk, with its network of lanes and beautiful countryside, is perfect for cycling. I look forward to seeing you there. Give me a smile and a wave as we pass.

Phyll Hardie

## **Bicycle Maintenance/Serviceing Course.**

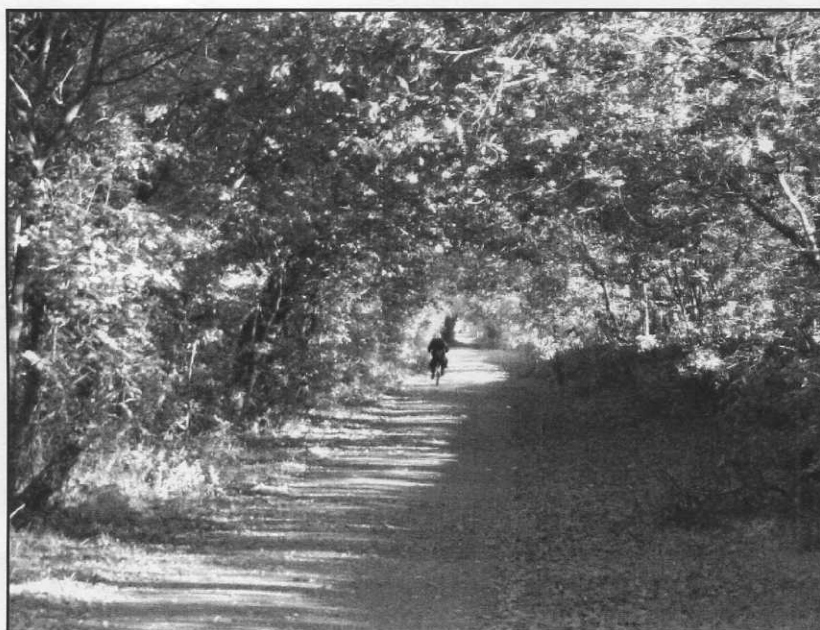
Tri-Anglia, the local triathlon club, have a few spaces left on this course for the weekend of 27 / 28 January. The cost is £35 per individual. However if we book a full weekend with 20 or more athletes, the cost will reduce to £30. If you are interested in joining us, send a deposit of £10 (cheques payable Tri-anglia) to Kerry Davis - 76 Abinger Way, Eaton, Norwich NR4 6LJ, mentioning my name, Tina, or where you heard about the course.

The course is at basic/intermediate level, aimed at the cyclist who has little or no knowledge of cycle maintenance and takes one day, approx 10am-5pm. It is very friendly and light hearted with full interaction.

The day covers all aspects of servicing that can be done at home without the need for specialist tools; Full brake and gear service, headset re-grease and fork removal, safety checks, tyre and tubes, pedals etc. It is fully hands-on with all jobs demonstrated and then done by the attendees. The work covered and completed on the day by the participants on their own bikes would cost considerably more if done by a shop.

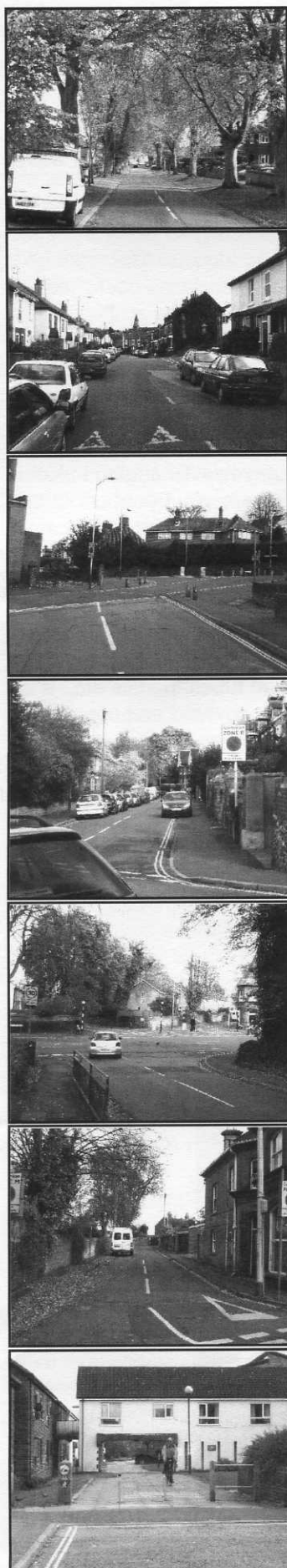
The tutor is Dan Goodbourn, he has been involved in triathlon for 16 years. Worked for British Triathlon, raced as an Age Grouper, a Senior Race Referee and also the longest standing Age Group/Elite Team Bike Mechanic. He has attended over 30 World, European and Commonwealth events all over the world as Team Bike Mechanic.

For further details contact Kerry <kerry.davis7@ntlworld.com> or Tina Potter 01603 499364



Autumn on Marriott's Way just half a mile from the city centre





## My

I find myself freewheeling ahead of an autumn breeze and down the gentle gradient along Jessopp Road, beneath the spreading beech trees and through a soft carpet of fallen leaves, punctuated by intermittent speed ramps. As I progress along, there's a slight sense of being squeezed by the increasing frequency of parked vehicles and trailers on the verges, and the trees tend to thin out, before I'm thrust over another ramp into Portersfield Road, an altogether more compact street, with smaller houses starting to close in on me. There are frequent side roads each with a downward gradient towards the junction and the risk of a brake-deficient car or bike flying out in front. It's best to take a central course to maintain assertive visibility between the many parked vehicles and give yourself space for avoiding action should this prove necessary, but it's normally quiet so you can hear when the occasional aggressive or careless driver is approaching.

More ramps to negotiate, then a nice tight precision left hand turn by Triangle Pizzas (disappointingly served in round format in a square box), followed by a rise up towards the junction with Park Lane. This little section of the route is always pretty bumpy, thanks to a major storm sewer that sits beneath (it carries road water in a direct line to a river outfall near to the bottom of Grapes Hill) the construction of which led to a little crumpling of the road surface compounded by another rather awkward traffic calming ramp.

I'm at the junction. If you time it right, you can normally negotiate the junction past St Peter's Park Lane Methodist Church and into Mill Hill Road without stopping, applying deft flicks of the handlebars and a short necessary burst of pedal pressure. Cobblers, you may say, if (on the other hand) you encounter a dithering or non-indicating driver, and you're left to do an awkward hill start past the shoe repairer.

Once into Mill Hill Road, you're effectively traversing an old quarried hillside, with impressive Victorian houses rising up the slope to your right, and multi-level terraced properties tumbling down the falling ground on the left hand side of the road (I count one such house built on five levels). Again we have those parked vehicles on both sides to deal with, leaving a linear central channel that you have to seek to command if you're to make it through without encounters with wing-mirrors or having to give way to rat-runners coming the other way.

It's nice to pass back amongst oxygenating trees before, at the far end, there's a little slope down off our traverse straight onto the T-junction with Earlham Road, with Heigham Road and West Pottergate over yonder. Potentially a tricky junction this, but usually amenable to a bit of self-confidence and timing by the cyclist wishing to avoid significant delay. The chronic lack of signalling by drivers doesn't help, but if you're clear about what you intend to do, there's rarely any problem. And what I'm intending is to ride across into the end of West Pottergate, a most useful largely traffic-free thoroughfare that will lead me, via Pottergate, into the heart of the city centre.

Initially the road runs between parallel walls to a rather blind



## Route

ightward corner which can present a slight problem when stressed parents are collecting their children from the nearby school. But it soon opens out amongst modern flats and a health centre, giving a normally quiet straight level route up via a dropped kerb from a turning head between metal posts into a concrete-slabbed pedestrianised area that was originally created in the 1970s on the line of a road at least 800 years old. A little further along, and the route actually passes beneath the archway of a residential building placed across the line of the road. Mercifully legitimised as a cycle route about five years ago, thanks to Norwich Cycling Campaign's efforts. The paving slabs rock gently as I ride across them and this is usually sufficient to warn pedestrians of my approach without having to agonise about when/how to ring my bell.

After this brief bout of social interaction is a slight rightward turn past a planted area to another dropped kerb leading directly onto the inclined roadway (with adjacent footway) passing down beneath Grapes Hill. I whiz down through a well-lit open subway with pleasing graffiti echoing to the sound of my freewheel, seeking to maintain my momentum to rise symmetrically up the other side and into Pottergate proper.

I avoid a pair of squat concrete bollards and return to a roadway environment shared with occasional motor vehicles and Tesco delivery lorries. Once again, there was chalk quarrying along here and there are old tunnel entrances nearby. After a few metres of tarmac the route passes abruptly onto less comfortable uneven granite setts. It's enough to make you slow a little, which is no bad thing as you undulate across the open junction below Cow Hill at the top of Ten Bell Lane near Micawber's Tavern. Another protective bollard marks a historic pinch point past the public house, not always possible to pass through in safety without being prepared to negotiate with pedestrians and drivers.

From here the onward route rises slowly along a street full of ancient undercrofts and history, albeit ravaged by bomb damage and later twentieth century neglect. It's now slowly recovering, and a small part of that process has been the subtle re-paving of part of the width to make it friendly to bicycles, by replacing a strip of granite setts each side by smooth stone paving. This measure has already proved popular with cyclists and in my opinion is one achievement Norwich Cycling Campaign can be especially proud of in recent years - a classic example of a making all the difference through the detail. Having an acceptably smooth surface to ride on has now unlocked the whole route which provides a direct connection between the Golden Triangle and the city centre - much needed following the mounting gridlock along the more obvious Unthank Road route. After 200 metres, I'm in approaching the shops on Pottergate, part of the Norwich Lanes. Since recent improvements it's now a fairly simple thing to take the Upper Goat Lane cycle contraflow route up to St Giles near to the bottom of City Hall clock tower, connecting to the market area and the very heart of civilisation.

Matthew Williams



# What's Happening?

## Monthly Members' Meetings

There is NO monthly meeting in December 2007, the next monthly meetings are:

Thursday 17th January 2008, 7.30pm at Saunders & Senior offices, 2 Tombland Alley, Norwich.

Thursday 21st February 2008, 7.30pm at Saunders & Senior offices, 2 Tombland Alley, Norwich.

The January meeting will consider the Campaign targets for 2008, and discuss the Campaign policy on some issues raised at the AGM which there was not time to fully explore. Please come and give the members' input..

### Membership Matters

Many thanks to all those members who included a donation in addition to the membership subscription over the last 12 months. Your support is much appreciated.

Sincere apologies for any worry caused to those members who received a renewal or reminder letter in the September newsletter, despite having renewed after the June newsletter.

Following the AGM in November, we have a vacancy for a Membership Secretary. The duties of the post are:

- o Maintaining the membership database (Microsoft Works 4.5 software provided)
- o Answering any membership queries by phone or e-mail
- o Receiving details of new and renewing members from the Treasurer
- o Sending out new members' welcome packs
- o Printing quarterly renewal letters and reminder letters from the database
- o Printing address labels for the quarterly newsletter
- o Co-ordinating a team of volunteers who put quarterly newsletters in envelopes

Access to a computer and a printer is essential. Full training will be provided. Accuracy and attention to detail is required.

For more details please contact the outgoing Membership Secretary.

Sarah Elsegood

The next newsletter is scheduled for March, contributions to david@vanedwards.co.uk by February 14th 2008 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)

[broads-authority.gov.uk](http://broads-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)

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