

Ah, summer, what power you have to make us suffer and like it.

Russell Baker

Exclusive serious front page filler

CONSERVATIVE MPS IN ATTACK ON UK GOVERNMENT TARGET

A group of MPs from a Conservative Party cycling group have urged Mr Cameron's government to abandon its commitment to cut driver migration to below 100,000 every year.

The group, Bicycles for Growth (BFG), is led by the MP for the Brompton constituency, Andy Fold. It was officially launched on Tuesday 25th March 2014 and has about 12 members.

In 2010, before he became prime minister, Mr Cameron told the BBC that, if he became prime minister, his government would reduce the level of net migration from cars to bicycles from the then level of 650,000 per year to 'tens of thousands' by 2015.

The pledge looks as if it could have been made off-the-cuff by Mr Cameron under pressure from the motor industry. Mr Fold says that this pledge has caused considerable damage to the UK and to the Conservative Party.

Critics of the policy have said that it is causing considerable damage to the UK's economy. In November 2013, a study from University College London said that the target was not 'a useful tool or a measure of policy effectiveness'. The study also demonstrated that cycling is extraordinarily good for the economy and the legs.



Mr Fold's website states that he launched the group 'in a bid to spark calm and rational debate about drivers switching mode both within and beyond the Conservative Party'.

He says that UK politicians ignored the issue of the growing ranks of cyclists for many years and that 'public resentment and anger fast filled the policy vacuum'. Now, he says 'the tone of debate suggests there is no middle ground between rabid, lane-blocking right-wing cyclists and soft liberals bent on scrapping car migration controls'.

Mr Fold says that there must be a rational debate about the issue and calls on the Prime Minister, the leader of his own party to abandon the

'tens of thousands target'. He says 'a cap on numbers of cyclists is not only undeliverable but leads to an unhealthy focus on lycra and helmets that is disconnected from reality'.

He says that the government cannot limit migration from cars to bikes because, in general, car drivers are allowed to live and work in areas other than just Dussindale Park or Queens Hills. He said 'Since the government has precious few tools at its disposal to stem the tide of people taking up cycling, government efforts to decrease numbers inevitably rest on keeping out many of the most desirable types of road user – talented entrepreneurs and spoon-players'.

'The hostile tone of debate is reminiscent of the butlering dispute, and sends out the wrong message about what my Party stands for'.

He says 'the relentless focus on car migration by the Conservative Party seems to the outsider to border on near-obsession. The implicit message to the electorate is that my Party is fundamentally hostile to those who were not even born in a Ford Mondeo, and deems the presence of settled bicycling communities to be a [continued on page 9]



Inside this edition...

- Your Cycling Campaign:
The latest on NDR and other important issues
- Bob's Ride of Two Halves
- Phyll's Philosophies
- More on 'Push the Pedalways':
Share in the consultation
- The Gallery
- Bits & pieces
- Bike Week listing
- Contacts and Who's Who

Your Cycling Campaign

John Elbro has been working very hard on our organisation's submissions to the Northern Distributor Road Enquiry, and gives us a brief update here

John Elbro



1. The Northern Distributor Road: Enquiry Update

By the time you read this, the Preliminary Meeting of the NDR Enquiry will have taken place on 2 June. The Enquiry is being held under the procedure for a Nationally Significant Infrastructure Project (NSIP), and so bypasses the normal Local Planning Processes. The Preliminary Meeting will have made decisions on procedural matters and the timetable to be followed. Key dates in the timetable are:

Deadline for making Written Representations: 30 June 2014

Deadline for notification of wish to speak at the open floor meetings: 30 June 2014

Dates of open floor meetings: Monday 7, Tuesday 8, and Wednesday 9 July 2014

(To be held at locations close to the proposed route during the evening)

These dates will now have been confirmed **or changed** at the 2 June meeting. Go to the National Infrastructure Planning Portal to find out all about the NDR proposals and to check the dates:

<http://infrastructure.planningportal.gov.uk/projects/eastern/norwich-northern-distributor-road-ndr/>

... and Margaret Todd aims to keep tabs on the rapid progress being made with the City Council's Push the Pedalways project



2. Push the Pedalways

We have just received details of the next round of consultations for this major initiative (outlined in Newsletter 92). These will be the design and traffic management options for The Avenues (project 4) and Park Lane to Vauxhall Street (project 8). **See page 5** for further information about the dates and venues for the consultations, and do keep an eye on the Cycling Campaign and City Council websites for updates.

... and both Margaret Todd and Jeff Jordan turn our attention to the long-awaited Magdalen Street Contraflow cycling scheme, something else that deserves your response to the consultation

3. Magdalen Street Contraflow Cycle Lane

Margaret: Another project up for consultation during June is the introduction of a cycle contraflow at the north end of Magdalen Street. One of the prompts for this is the number of cyclists using the narrow pavements to cycle into the city along this one way stretch of road. But will a cycleway fit in the space? The council aims to keep loading and parking bays, but I think, rather like the problem of cycling on pavements, some enforcement may be necessary, as the pictures below demonstrate.

Jeff says: This scheme is part of the Blue Pedalway from Sprowston into the city, also serving Old Catton, Spixworth and large future developments should the NDR be built. The many cyclists using St Clements Hill, Constitution Hill and Sprowston Rd would naturally funnel to Magdalen St, at present no entry for any traffic until Anglia Square is reached. From here a bus and cycle lane leads to cycle accessible Colegate, St Andrews Plain and Duke St, or Castle Meadow and King St. A measure of demand for the new cycle lane can be gauged by the the frequency of illegal cycling on the road and pavements on the route, despite enforcement actions, and the highvolume of outward bound cyclists and despite enforcement actions.

The consultation on this scheme was not
continued on page 3



Our thanks to John, Margaret and Jeff for these alerts, and please help by participating in these consultations

announced until the day it started, with no event to publicise the display at Epic on Magdalen St. Also there was no mention of it in the widely circulated Push the Pedalways leaflet. We feel it is important for widespread support for this scheme to be fed back to www.norwich.gov.uk/pedalways by 23rd June.

Local traders and motorists may not be happy with the very minor change to end right turns from the north of Magdalen St, but no parking or loading bays would be lost. It would be very positive if support could be gained from these traders and I would welcome any offers of help with this.

I am a frequent cyclist using the route, dismounting where necessary. All cyclists from the north of the city I have talked to think a Contraflow Cycle Lane would be a huge improvement. It could make a major contribution to the stated goal in developing the Pedalways of doubling the level of cycling in Norwich. In my opinion this link in the chain will benefit cyclist pedestrians and drivers at least as much as any of the single improvements planned for the Pink Pedalway north of the city.

... and Christine Wilson responds to a suggestion for a new piece of cyclepath...

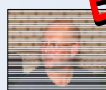
4. Eaton Park cycle path?

Katrin wrote to us: "I'm a PhD student in the school of environmental sciences at the University of East Anglia. I'm originally from Germany and I moved to Norwich in October 2012. I recently joined the Friends of the Earth campaigners' programme and tried to get involved with their local group. However, recently I have been approached by a bus driver (line 25A) on North Park Avenue who told me about the Cycling Campaign and that it would be very useful to extend the paved path at Eaton Park to run through the Golf Course towards Blue Bell road. North Park Avenue is very busy in the morning and evenings with cars and buses and it is quite a struggle as a cyclist to not get run over or pushed to the side. There is currently a trail through the golf course, but it is not paved and very bumpy due to roots."

Christine responded: Thanks Katrin for our email and suggestion. I know this road very well and use it often, usually by bike and sometimes in a car. It is indeed very dangerous as cars whip round from Bluebell Road, or down the other way and when there are parked cars on one side, drivers do not seem to take care. However, the golf course you mention, which is actually called the pitch-and-putt as it is not a full size golf course, is part of Eaton Park and that side of it is used by walkers. There is also the wood bordering Bluebell Road. I think it highly unlikely that the Council, which manages the park, would consider allowing a cycle path. I should also point out that there is the occasional flying golf ball!



N.B. This particular suggestion may have now been superceded by the Avenues proposals (see page 5)



Bob's

RIDE OF TWO HALVES to Sheringham OAB Sunday 22 June.
...passing through Alysham on the outward and return legs.

1st HALF

Option 1 Meet Waterloo Park entrance opposite Millers Lane 8.30am DEPART 8.45am - rural ride at relaxed pace 10/12mph via Frettenham/Buxton/Alysham/Colby/ErpinghamARRIVE Sheringham approx. 1.00pm (27miles) Lunch Windham Arms CAMRA Pub of the year 2011.

Option 2 Meet for lunch 1.00pm Windham Arms CAMRA Pub of the year 2011, arrive via train and just ride back.

2nd HALF

Option 1 Ride back to Norwich - vary the route a little but still rural, similar mileage depart Sheringham Windham Arms 2.30pm...via Baconsthorpe/Itteringham/Aylsham/Cawston ...arriving Norwich 5.00pm, 65miles.

Margaret Todd

Option 2 Train back to Norwich - 45min past the hour every hour up to 9.45pm Anytime Day Single £7.00.

Or of course just come for the beer!! Who needs a ride anyway?

To enjoy the ride you do need to be moderately fit & in possession of a suitable road bike.

Riders need to bring the following items:

- ✓ A mechanically sound bike
- ✓ At least one spare inner tube (preferably two), tyre levers & a working pump.

Phyll's Philosophies



There are occasions when I am so captivated by a book I'm reading that I set to and make some notes about it. I'd like to share some of these notes with you now, perhaps as a way of recom-

mending the book to you, or perhaps not..... The first book is '**Greed**' by Richard Girling - yes, really! When finance ministers applaud 'growth' they celebrate a process of material gain that reaches far beyond anything we need to fulfil our procreative function or to enjoy the 'equal and unalienable human rights' prescribed for us by the United Nations. Greed in the third millennium is a juggernaut running out of control. We are defined by what we possess and are incapable of being satisfied with what we have. Individually, collectively, nationally, we are locked into the pursuit of **more**.

In 1998 the British Retail Planning Forum calculated that a major supermarket opening in a town causes a net loss of 276 jobs. High streets lose their character, communities lose their heart and local economies falter. When shops close, their suppliers go with them, so do the decorators, carpenters, electricians, accountants and others who help to keep them running. Instead of circulating locally, customers' money is sucked out of their cash-cards straight to head office, whose record profits each year make headline news. It has been calculated that £10 spent on a vegetable box scheme generates £25 worth of benefit to the local economy - £11 more than the same money spent in a supermarket.

'**The Growth Illusion**' by Richard Douthwaite has the subtitle 'How economic growth has enriched the few, impoverished the many and endangered the planet.' The subtitles of some of the chapters are hair-raising:

- **Quality or Quantity:** politicians often promise to raise our standard of living. What they do not say is that this will inescapably reduce the quality of our lives.
- **Why Capitalism needs Growth:** capitalism cannot survive without growth. Firms are compelled to expand to avoid collapse. In the world up to 1914, this compulsion built empires, destroyed indigenous cultures and, finally led to world war.
- **How Growth Damaged Family and Community Life:** all indicators of quality of life show that this deteriorated in Britain between 1955 and 1988. Unemployment soared, crime increased eightfold and many more marriages ended in divorce.

A far more happy and light-hearted read, in fact a laugh a minute, is '**One Man and his Bike**' by Mike Carter. This has the subtitle 'A life-changing journey all the way round the coast of Britain.' What would happen if you were cycling to the office and just kept on pedalling past? This is just what Mike Carter did. From his office in central London he followed the Thames to the Essex coast and then anti-clockwise

around the whole coastline, a total of almost 5,000 miles. He took around 5 months to do it, camping or staying in B&Bs. The people he met, places and events he encountered, while meeting with enormous kindness and generosity, convinced him that Britain is anything but broken.

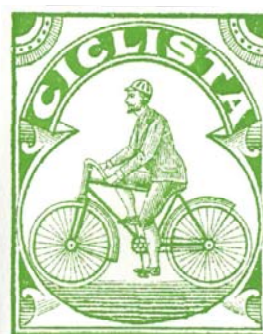
Mike wrote: '.....Nearly every time I stopped to check my map or have a breather, strangers would come over and talk to me. People would ask what I was up to and whether I ever got lonely, to which I replied with total honesty, never. Then they'd give me advice or some food and, sometimes, offer me a bed for the night. It happened so often that it ceased to surprise me. I started to assume good will as a default setting, and this transformed everything.'

He wrote about his meeting up with Jack Allen, aged 76, who has spent much of the last 25 years travelling the world on his bicycle. Another round-Britain cyclist, Nick Hand, said, 'When I met Mike on Mull I suggested he call in on my friends in Cardigan..... It was great to read about him arriving in time for the Do Lectures and having such a fine time over those days.' (Never heard of the Do Lectures? Look them up on the internet. They are an annual event, round about now.) The journey also changed Mike emotionally, and I wonder how he settled back into his job as travel writer and sub-editor for The Guardian back in London.

I remember once attending a talk and slide show given by a young man who also had cycled round the coastline of Britain. He'd had to give up his teaching post to take on this lengthy project and on his return to Norwich had been unable to get another similar post. This was around 20 years ago and I remember thinking what a waste that someone so enterprising was now no longer wanted; he would have been an inspiration to his pupils. However, maybe that situation didn't last too long.

*

A letter in the local paper brings to the attention of readers the huge increase in fees that cyclists using our Park & Ride sites are now faced with. The fees for all users have risen of course, but I do wonder how this encourages people to cycle to these sites instead of using their cars. I would have thought that charging a low fee, or even no fee at all, for cyclists would be advantageous in encouraging this mode. After all, they cause far less wear and tear on the fabric of the site, as well as freeing up space for car owners who have further distances to travel. Ah well, these mysteries remain.



Anyone planning to do a cycling tour this summer? With so many excellent Sustrans routes there is plenty of opportunity. If you do manage it, please tell us about it. Reading of others' enjoyable tours encourages us all. Happy and healthful cycling to you.

Phyll Hardie



More on Push the Pedalways – spending £5.5m on cycling improvements

We now have the details of the next round of consultations by the City Council.

We will be submitting responses on behalf of the Cycling Campaign, so please let me know what you think. We would also encourage you to submit one yourself and if you do so, it is helpful to send it to me too, at margaret.todd@btinternet.com.

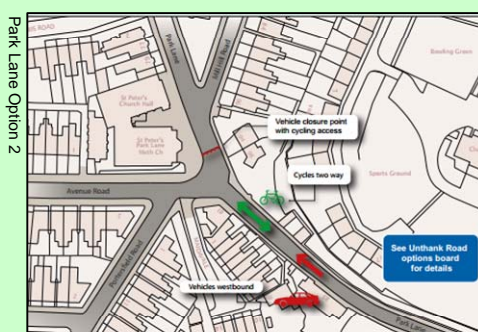
There will also be a **special meeting of the Cycling Campaign** for all members on **Monday, 16th June** at 7.30pm in the Stanley Cooper room upstairs in the Charing Cross Centre, St John Maddermarket, NR2 1DN where Ben Webster from the City Council will explain the proposals and you will be able to ask questions and make any points you have.

The **Push the Pedalways** programme to improve cycling infrastructure in Norwich is making good progress and the City Council have begun consulting on works planned for the west of the city and Magdalen Street. Information about the programme is online at www.norwich.gov.uk/pedalways. <<https://uk-mg-bt.mail.yahoo.com/neo/www.norwich.gov.uk/pedalways>>

Proposals for **Magdalen Street** will be on display in the cafe at Epic Studios on Magdalen Street throughout the consultation period between 2 June and 23 June. <http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/MagdalenStreetConsultation.aspx>



Magdalen Street



Project 8 of the programme aims to make improvements to cycling facilities along **Park Lane and the junction with Unthank Road, Essex Street, Rupert Street and Vauxhall Street**. Proposals include options to close Park Lane to through traffic (in one or both directions) north and/or south of Avenue Road, the introduction of a mini-roundabout at the junction of Park Lane and Unthank Road and the introduction of a contra-flow cycle lane on Essex Street. Details of this consultation can be found at:<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/ParkLaneVauxhallStreetConsultation.aspx>

Another project (4) aims to make improvements to cycling facilities along **The Avenues** between Bluebell Road and Bunnett Square, at the junction of Colman Road and The Avenues (Bunnett Square) and on Bluebell Road at the end of The Avenues. Proposals involve reducing traffic speeds in the area coupled to either leaving The Avenues open to through traffic or options to close it to through traffic immediately west of the allotment entrances. The plans also include proposals to restore and protect grass verges along the road while providing parking space for residents and improved cycling and pedestrian crossings over Colman Road. Details of this consultation can be found at:<http://www.norwich.gov.uk/TransportAndStreets/Transport/Cycling/Pages/TheAvenuesConsultation.aspx>

Drop-in events: As part of the consultation exercise for the Park Lane – Vauxhall Street project the City Council will be holding a local drop-in event on Thursday 12 June at Trinity Church Hall on Cambridge Street between 2pm and 6:45pm. There will be another event on Wednesday 18 June at the Scout Hut next to St Anne's Church on Colman Road between 1pm and 6:45pm about The Avenues project.

All consultations end at 5pm on Monday 23 June.

Dear Cycling Campaign

I have been a Cycling Campaign for many years as I have always been a keen cyclist but not ever got involved. However since leaving work last year I have started a cycle café review blog where I write reviews of the cafes I cycle to and show the routes I took etc. I was helping out with cycle counting today and told Christine about my blog. She suggested it would be a good think to publicise through the campaign newsletter and website and suggested I email you. The link is <http://norfolkcafecycle.blogspot.co.uk/>

My aim was originally just to find a few good cafes and cycle routes to go on with my cycling chums. However I have discovered there are a lot more cafes than you would have imagined so I thought I would share my research on a blog. I have so far visited 45 cafes and written blog reviews on 34 of them. I have also got 16 suggested routes on the blog. I currently add about 5 or 6 new ones per month. As you will see on the blog I have only started cycling again after being in hospital 6 weeks ago so the last few posts and café reviews have been done by bus. However if you look at any of the reviews from my top 10 cafes, routes or most popular posts sections you will see a typical café cycle review.

Let me know what you think or any other feedback you have and how it can fit in with encouraging more cycling as that's what we all want after all.

Thanks!

Kevin Frazer

27.05.14
Dear City Council
Dolphin Path between Heigham Street and Drayton Road needs to be given much higher priority for vegetation trimming, which has now become URGENT again. Overhanging and encroaching vegetation is causing significant daily personal security/safety/amenity issues on this particularly narrow and well-used thoroughfare which is a key part of the City Council's published cycle network (orange pedalway). Please attend to this path move this onto a more regular maintenance regime. Thanks

Thank you for your recent contact with the council. I have inspected the whole stretch of the Dolphin Path and ordered the necessary works where there is overhanging vegetation with Norwich Norse the councils partner. I have also requested the section from Heigham Street to Dolphin Bridge is mechanically swept within the next few days due to the build up of detritus and broken down leaf matter.
Regards MA 30.05.14

Thanks for this action this time around, I am grateful for your response. I would be even more pleased if in future the planned maintenance regime is adjusted to reflect both the vulnerability and strategic importance of this route, with regular inspection/trimming - without the many regular users having to put up with several weeks or months of poor amenity every year. The vegetation-related problems along this particular path are perfectly predictable, and it really should not require contact from a member of the public every few months to get the appropriate action.
Kind regards MW 30.05.14

The Gallery

... where we try to show offer examples of the good, the bad and the interesting, as reported to Norwich Cycling Campaign



GOOD

At UEA: Innovative or misguided?
Left: new cycle parking at the Thomas Paine building
Below: new cycle path and blind corner near the pavilion, Colney Lane



BAD

Below:
GRAPES HILL: The price of transportation progress? Loss of trees and road-widening.



BAD



Above: Welcome to the Dutch polders

Below: Wheeling channel as routine on pedestrian bridge in Houten, Netherlands



Left:
Bike & Go hire bikes at Ely Railway Station. Unfortunately all the pigeons do 'go' - on the bike saddles...(below)



GOOD



GOOD

GOOD



Last of the few: Genuine postie bikes outside Poringland Post Office



Cycle Utopia: Houten, Netherlands. Only cycling outside your front door

bits & pieces

From The Times



SO WHERE WAS IT? ▲
To further prolong the suspense for those who did not know, the 'four cyclists of the apocalypse' graffiti featured in Newsletter 92 is located just a few metres from this sign (pictured right) in the city centre. If that's still a puzzle, you'll just have to wait until the next Newsletter.



Using what influence you have: Breakfast at The Hostry

I was invited by Stuart Morton of accountants BDO LLP to speak at the Breakfast Club which meets each month at the Anglican Cathedral Refectory. 27 local business people attended, accountants, solicitors etc, many with offices in Cathedral Close. He asked that I talked about development of the Pink Pedalway.

These are the notes I used as an introduction, and the talk was well received by the group, virtually all of whom owned a bike. Few cycled regularly with one frequently commuting. Another member commented interestingly that to do this he would have to cycle downstairs as he worked from home.

Becoming less tolerant at being asked to comment on the behaviour of errant cyclists, and fielding the usual questions about cycling on pavements I did mention that in the interests of a balanced discussion of road safety, for each minute I talked about the risks of cycling on pavements, which cause on average less than one death each year, we should spend ten hours on the 600 pedestrian deaths caused each year by motorised vehicles.

All cars parked on pavements will have driven, there so this offending can be witnessed thousands of times any day in Norwich, with negligible enforcement action.

Thousands more offences can be witnessed in drivers, who must obey traffic lights, not stopping at amber as instructed in the Rule no 109 of The Highway Code.

I think it was useful talking to the group to promote cycling for these business people and those they employ.

Jeff



www.bicyclelinks.org.uk

Get Cycling!

Long time since you rode a bike?
Want to improve your fitness?
Nervous about cycling on roads?

Join our free weekly cycle rides in and around Norwich

- Rides take place **every Saturday 11am - 1pm** (May to October 2014) in small groups led by experienced and qualified leaders.
- Refreshments provided. Bikes and equipment can be supplied. Otherwise, bring your bike for a free check-up before setting off.
- Rides will go ahead in all weathers - please bring appropriate clothing.
- To book a place call **Bicycle Links** on **01603 631199** or just turn up on the day. Rides leave from Bicycle Links workshop at 18 St. Mary's Works, Duke Street, Norwich, NR3 1QA.
- Suitable for all ages and abilities - under 18s or family groups please phone in advance.

Cycling for health | Cycling for confidence | Cycling for fun

BICYCLE LINKS

LOTTERY FUNDED

John Elbro is our temporary American correspondent...

Cycling is alive and well in Downtown Houston, Texas



Feeling tired? Take a bus.



Choose a bike.

Hermann Park, Houston, Texas, USA



Take a ride in the park.

Bike week

14-22 June 2014

in Norwich



Sunday 15 June - Friends of Eaton Park bicycle event in Eaton Park (rotunda area) with Dr Bike checks (not repairs), Smart Cycle Training, Norwich City Council plans for the pink pedalway, police coding cycles, balance bikes for toddlers, 12 – 3 pm. Band plays between 3 and 5 pm.

Wednesday 18 June - Pub ride via Bawburgh to The King's Head, Hethersett. Meet The Avenues/Recreation Road crossroads (by Heigham Road entrance) at 6 pm. Booking essential. Ring Virginia on 01603 291064.

Sunday 22 June - Virginia's easy ride from Eaton Park via Norfolk & Norwich University Hospital, Colney and Cringleford/Eaton. Meet 10 am Eaton Park boating pond. 01603 291064.

Sunday 22 June - Bob's Two Halves ride to Sheringham. Train option either way (or both!).

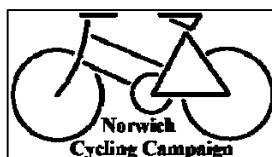
1st half:

Option 1: Meet Waterloo Park entrance opposite Millers Lane 8.30 am to depart 8.45 am - rural ride at relaxed pace 10/12mph via Colby/Erpingham/West Beckham/Upper Shringham. Arrive Sheringham approx. 1 pm (27miles). Lunch Windham Arms, CAMRA Pub of the year 2011.
Option 2: Meet for lunch 1 pm Windham Arms, arrive via train and just ride back.

2nd half:

Option 1: Ride back to Norwich - vary the route a little but still rural similar mileage. Depart Sheringham Windham Arms 2.30 pm, arrive Norwich 5 pm, total 60 miles.
Option 2: Train back to Norwich - 45 min past the hour every hour up to 9.45 pm Anytime day single £7.00.

[see also details on page 3]



Contacts and Who's Who



Website: www.norwichcyclingcampaign.org

Newsgroup: <http://groups.yahoo.com/group/norwichcycling/>

Email: info.norwichcyclingcampaign@gmail.com

Chairman:

Treasurer & Membership Secretary:

Consultations Officer:

Website Manager:

Newsletter Compiler:

Other committee members:

Minute Taker

Hon. Auditor

Norwich City Council (part time cycling officer): Tim Mellors (tim mellors@norwich.gov.uk)

Rotating chair for each meeting

Bob Cutter (robert.cutter@mypostoffice.co.uk)

John Elbro (in an advisory capacity, j.elbro@lineone.net)

Oliver Stretton-Downes (ollystrettondownes@gmail.com)

Matthew Williams (mattwill75@hotmail.com)

Phyll Hardie, Tony Clarke, Richard Bearman, Christine Wilson

Margaret Todd

Rachel Mold

Norwich Cycling Campaign members' meetings normally take place monthly on the third Monday.

Forthcoming meetings: 16 June (more to hear about Pedalways!), 21 July, and 18 August at Charing Cross Centre, 17-19 St John Maddermarket, Norwich NR2 1DN.

!! Deadline for material for Autumn newsletter: 29th August 2014 !! Please do contribute something!