



## Newsletter: Oct/Nov '98

### **Editorial**

There have been many developments over the last 2 months:

- Thanks to Cllr. Gerry Harrison's tireless efforts, a dozen advance stop lines will soon sprout up across the borough, Camden will shortly award a contract for the **Seven Stations Link** feasibility study, and cycle facility design for several other routes is progressing. UK wide, the **Integrated Transport White Paper** turned out to be a step in the right direction, but of limited value due to lack of political will / parliamentary time allocated for any legislation. London wide, the biggest issue for cyclists has to be the **proposed LCC/CTC merger**. As this will have a massive impact on local group and London lobbying, I urge all Camden LCC members to read about the issues in London Cyclist, and vote at LCC's AGM. See overleaf for more on this topic.

### **Policy vs Practice**

We are winning the policy battles, but not enough of the practical ones encourage more people to cycle. The biggest task remains to persuade decision makers that having agreed they want an increase in cycling, either large scale traffic reduction measures must be introduced, or attractive cycle facilities installed to create a safe, continuous & dense cycle network. Its a London-wide issue, and needs a coordinated approach by all agencies responsible for our roads.

Either way, a considerable proportion of road space has to be reallocated away from private car use. In congested areas this either requires a big increase in enforcement of painted white lines, or engineering measures to physically prevent motor vehicles from reclaiming their former road space.

Otherwise our efforts will be paper victories, literally ... an increase in London's transport planning budgets ... to pay for more filing cabinets.

*Paul Gasson, Camden Cycling Campaign Coordinator*

## 1997 UK Road Statistics

- a. ■ All road deaths, regardless of age, account for nearly 30% of all accidental deaths.
- b. ■ Half of child accidental deaths in the UK are due to road accidents.
  - 40% of pedestrian casualties are children; 14 per cent of pedestrian fatalities are children.
  - 15% of pedestrian casualties are aged 60 or over; this group accounts for 45% of all pedestrian fatalities.

Go to more recent [govt. transport statistics](#).

## Kentish Town Road

It's one of Camden's most dangerous stretches for cyclists, and a London Cycle Network (LCN) route, so we were shocked by [bus priority plans for Kentish Town Road](#). A series of pavement extensions on alternate sides will create several chicanes. They'll make the road even more dangerous & less attractive for cyclists, and will effectively sever Camden's main north/south cycle route.

We were not consulted on these plans, and they're due to be built shortly. We appealed to Cllr. Harrison to prevent work until an assessment of cyclists' safety and the need for cycle facilities; he proposed this at a recent council meeting, but was supported by only one councillor.

As a last ditch attempt, we wrote to the Traffic Director asking him to intervene - it's a long shot.

## We were getting the hump

Further down the cycle route, the spoke shattering mini humps in College Place have disappeared. We were getting pretty fed up as it was taking ages to sort out. Our thanks to Dugald Gonsall (Deputy Environment Dept. Director) for intervening.

## **Camden's 35% Traffic Cut?**

Last month, the London Planning Advisory Committee (LPAC) agreed a set of traffic reduction quotas for London. Camden has one of the largest cuts - a 35% reduction by 2005. LPAC will disappear once the Greater London Authority is formed, so the practical consequence of these targets is unclear. See **LPAC report extract** with London-wide quotas.

### **Naughty Camden Residents!**

Recent statistics from Camden Council show residents use their cars for almost a third of all journeys, and more than half of these trips were less than 2 miles long. We also know that under half of Camden's residents have access to a car.

### **Our Conclusions**

After in-depth analysis of the above, our research team deduced that 35% of residents are very selfish, due to the disproportionate environmental mayhem they cause. And they must be extremely unfit by now. Thus their unhealthiness, and the stress of driving in Camden will result in them dying shortly. Hence the team concludes the LPAC 35% traffic cut by 2005 is achievable!

Our team is now available (at a price) to conduct research for the DETR.

## **Transport Planning Briefs**

### **Gospel Oak A-OK or KO?**

Cllr. Gerry Harrison & architect Tom Young have been pursuing a new **pedestrian/cycle link between Spring Place (Gospel Oak) and Kentish Town Station**, by opening up a railway arch between Artic St & Regis Road. The adjacent business in privately owned Regis Road has the power to prevent it going ahead. But if they agree, we'll get a much safer alternative to the current Holmes Rd or Gordon House Rd routes.

### **Go First & Multiply (x14)**

Three more Advance Stop Lines are to be constructed shortly at:

St Pancras Way/Crowndale Road, with a 27 metre feeder cycle lane

High Holborn/Endell Street with a 23m feeder lane  
Shaftesbury Av/Endell St, with a 22m feeder lane

A further 11 ASLs are due in by April. As long as motorists do not stop in them, it means a considerable improvement in junction safety. But it still doesn't prevent us being cut up by left turners when the lights are green. Any bright ideas out there?

## **Best Laid Plans**

You can't say we're not trying to help Camden. We've just given the council a detailed plan for a two-way **physically segregated cycle crossing of Camden Road**, at the Camden Park Villas/Torriano Av. junction.

We're hoping the Traffic Director will agree to (and pay for) this, as it crosses one of Camden's Red Routes. However, as his agreement to fund cycle crossings of the Camden Town Red Route has so far only yielded half a facility (out of over 10 cycle route crossing), we're not holding our breath. The plan is on our website.

## **The LCC/CTC Merger**

### **Camden Members' Views**

Of the 16 members who took part in the debate at our August meeting, 15 were against the merger, and one abstained. Members suggested, and voted on, seeking closer LCC/CTC collaboration, but stopping short of organisational merger - the majority were in favour (9 for, 5 against, 2 abstentions).

Consideration of a merger is only appropriate once we have more facts, & can assess its merits against well researched alternatives. See more detailed **report from Camden meeting**.

### **My Views**

The potential for havoc if we merge worries me. Eg London Cyclist's future is unsafe, as is this newsletter's. And there's talk of local groups breaking away; this would negate all potential merger gains. I accept that negotiations with CTC may yet turn up trumps.

If you have access to the internet, please check our Camden website, where there's far more discussion of the merger pros & cons than here or in 'London Cyclist'.

### **My Intentions**

Should the AGM vote support a merger, I may resign as Camden LCC coordinator, unless negotiations take a more positive turn.

This is not intended as blackmail regarding your vote. I just don't have the stomach for what I expect will be a long period of internal wrangling, & the likely impact in terms of extra workload and loss of flexibility after a CTC takeover.

Quite frankly, after 12 years of being actively involved in LCC, it would be a good opportunity for someone a little fresher to have some fun running our wonderful Camden group.

*Paul Gasson, CCC Coordinator*