



Newsletter: Aug/Sep '98

Editorial

In mid July I attended a meeting packed with LCC coordinators, to hear Bruce Cadbury (LCC chair) brief us on the proposed CTC merger. It was one of the most exciting meetings I've been to for a long time, with some excellent points made both in favour and against. I thought Bruce handled the meeting very fairly, despite the understandable intensity of questions from 30 coordinators all wanting to know in detail how it would affect their group.

The difficulty that the LCC board may have is it has tried to keep the debate as open as possible for the membership. So it has only entered into preliminary discussions with CTC, and the board has few definitive answers. But this leaves the board open to criticism from those who may infer that the lack of concrete replies is a sign that LCC is not in charge of the process, or has not thought through the issues.

Whatever the outcome, it seems likely that the next few months will prove to be an excellent opportunity for LCC to get feedback from its members on what it does well, and where it could improve. And knowing the calibre of LCC's board, I'm sure they will make the best use of this.

Paul Gasson, CCC Coordinator

LCC + CTC = ? What's your answer?

Monday 10th August : Mega Members Meeting

In the biggest LCC development for at least decade, "London Cyclist" carries details of a proposal from LCC's Management Committee that LCC amalgamate with the CTC. We are hoping to be able to give you the latest on the plans, so come along and join in what is likely to be a stimulating debate.

We'll kick off first with the usual 15 minute briefing on local news, and unless attendees want to rush straight into the merger discussion, we'll tangle with the pros and cons of one-way streets (see overleaf).

We meet upstairs at the Lock Tavern (corner Chalk Farm Rd & Harmond St., NW1). Secure cycle parking in pub garden from 6.45 ... after 7.15pm, come upstairs to get the

Cycling Cash

In June the council approved the expenditure of this year's govt. award of £181,000 for Camden's London Cycle Network (LCN) routes on:

100 cycle parking stands
14 advance stop lines
Design & feasibility for the Tufnell Park to Covent Garden route
Final payments for the dis-appointing Mill Lane route
Significant upgrades to the route in the Royal College St. & St Pancras Way area
Protection for right turning cyclists from Pancras Road into Goldington Crescent
The council will also commission a feasibility study for the Camden section of the Seven Stations Link (our plan for a physically segregated route running from Liverpool St to Paddington).

Lastly, we hope that the Environment Committee will shortly approve a bid for £300,000 of Government money for 1999/2000 to build the Seven Stations Cycle Link.

One Way Streets

The Campaign wants members' input on one way streets. We assume that most of you do not want any more, & we need to develop a clear case as to why Camden should stop using this as a 'traffic management' measure, and even consider removing some.

So far we've identified a few major issues: road capacity & vehicle speed, junction manoeuvres by cars, noise & pollution, parking capacity, casualties, sustainable transport journey lengths, pavement cycling. We will debate this at our meeting.

I want see the Campaign's draft paper on **One Way Streets & Sustainable Transport**.

We couldn't have done it without you

Enormous thanks to: Luis, Angela & Marion for newsletter distribution and stuffing; Magda, Debbie, Steve, Susan, Walter, Archie (Camden Council), the Worshipful Mayor of Camden, Bikefix, & everyone who stopped at the highly successful & fun Cyclists' Breakfast. And to all who helped out in Bike Week.

While it is still fresh in your mind, it would be nice to hear constructive comments on what we could have done better in Bike Week, and what wasn't worth the effort.

Would members prefer some of the events to be spread more evenly throughout the year? Ideas sought: bring them along to the next meeting. Jane B.

(Ed: Biggest thanks are due to Jane; without her support I'd be under sedation by now)

Act I, (Green) Scene II

Transport Minister Glenda Jackson has appeared for another Camden green transport

launch. This time it was the Green Travel Plan, with the aim of cutting car trips made by Camden's 7,000 staff by 30% in 3 years. One measure is a £250/year allowance for staff who use their bikes on business; Camden's also

Reclaim the Trains

There were scenes of civil dis-obedience at Kings Cross last month, when around 60 cyclists boarded the 9:05 to New Barnet on a Sunday morning. They were heading for a sponsored ride beginning at Trent Park which attracted more than 2,000 cyclists. But WAGN (West Anglia Great Northern Railway) clearly hadn't heard about it, and the guard set a limit of four bikes per carriage 'for safety reasons'. With 6 carriages to the train, he wanted more than half the passengers to get off "or this train goes nowhere".

On anotherwise virtually empty train, few could see the sense of this. Led by a party of CCC members, a 'sit on' quickly spread through the carriages. Eventually a posse of Transport Police arrived and, to their credit, managed to calm everyone down. They proposed using one carriage solely for bikes, and amazingly the guard accepted. The bike carriage was filled up and off we went. A victory for common sense!

Forty minutes later than advertised the train arrived at its first stop, where - you've guessed it - a load more cyclists bound for New Barnet boarded the train...

Steve Outerson, CCC



Photo: Debbie Humphrey

Traffic Pollution Figures

Environment Minister Angela Eagle told the Commons that in 1996, road traffic accounted for 71% of the UK's carbon monoxide, 47% of nitrogen oxides, 30% of volatile organic compounds, & 25% of particulates.

Swift Justice

Whilst rushing to work the other day, I encountered the common sight of a bicycle with a mangled wheel. The machine was an expensive and gleaming mountain bike, propped up against a traffic light. Round the corner was the owner, fully kitted out in all the gearlycra, goggles, helmet ... like he'd just stepped out of an ad. He was conversing with a motorist, who was in a sports car.

I stopped and asked the uninjured cyclist if he needed assistance, thinking that I might be able to help over any legal argument about the obvious cause of the accident... the standard motorist manoeuvre, accelerate,

overtake, brake 5 yards ahead of the cyclist, and turn left.

I received a brief, but heart-lifting, reply. "No thanks. I'm a police officer. I've arrested

him".

Paul Gasson, CCC

CCC Hits the Virtual Highway

We've just found out that you were all clamouring for more cyclists' road space. Unfortunately the Campaign misheard, and thought you said webspace. Hence, in July, we launched 2 websites.

Camden Cycling Campaign can be found at <http://www.greengas.u-net.com/>

On CCC's main site you will find masses of information, ranging from our 3 year cycle plan (Bike 2001), safe cycling tips, and a 'latest news' page, which after one week ran to 10 items covering 15 pages. Its expanding fast ... let us know if there are other useful items we can add.

You'll also find links to the innovative 'Seven Stations Cycle Route'; both the route & its site are the brainchild of CCC member, Paul Gannon. The sites will be combined soon.

Paul Gasson (CCC coordinator)

Leisure Rides

Sun 23rd Aug Herts of Middle England

A ride through the Hertfordshire countryside with Camden group, 30 miles, easy pace. Buy return ticket and take train to Harpenden (with bike) from Kings Cross Thameslink 11.15 or Kentish Town 11.19 or West Hampstead Thameslink 11.23.

David e-mail: darditti@zetnet.co.uk

Sunday 27 September

Epping Forest

The urban jungle from another angle: 30 miles round East London mainly on paths and minor roads, easy pace. Meet Hampstead Old Town Hall, Haverstock Hill at 11.30 am.

David

