



Newsletter: Dec/Jan '99

Editorial

Camden's Public Safety Team produced an excellent '1997/98 Road Safety Plan' which tells us that: of the 10 locations in Camden with the highest number of casualties, 7 are on Red Routes. road casualty figures are not adequate measures of road danger. Vulnerable road users will change their journeys to avoid hazards, or may not make the journey at all. So casualties fall. between 1986 & 1996 in Camden, pedestrian casualties fell 26%, but there was a 30% decrease in walking journeys during the 1980's alone. Cyclist casualties rose 33%.

Over this decade, the Environment Dept. took the brunt of council budget cuts, with a series of big significant reductions. So, recent news reports that Camden's engineering & traffic teams can't provide an adequate service is no surprise to us.

Motor vehicles are the cause of road casualties, & have a profound impact on everyone's life. Most want fewer cars and lorries on our roads, and Camden is the only organisation which has the powers to make this happen.

To justify its billing as London's greenest council, more Camden councillors must take transport & environmental issues seriously, and ensure good environmental policies are backed up by the resources to implement them effectively.

If I was in charge, I'd declare Camden a 20mph zone, install road closures in 50% of our residential streets, and reduce parking spaces in Camden by 20% each year. The massive improvement in people's quality of life would be well worth my initial unpopularity with the minority of committed motorists.

Paul Gasson, Camden Cycling Campaign Coordinator

Better Red and Dead?

The Camden Cycling Campaign has formally objected to the Traffic Director's Red Routes through Camden Town. The scheme has been partially implemented following an experimental Traffic Order in May. The almost total absence of plans for cycle facilities meant we had to take a firm line.

Campaigners from Kensington & Chelsea have successfully staved off plans for Red Routes through their borough; the High Court recently agreed to a temporary injunction preventing K&C from proceeding with its plans until a full hearing early in 1999.

We've written to Camden's Environment Department Director, objecting to making

the experimental traffic order permanent. We've suggested a public enquiry is required due to the sensitive nature of Camden Town as the borough's primary local shopping area, and the lack of facilities for the high volumes of pedestrians.

They've Got A Ticket to Ride

Some Camden parking attendants (formerly known as traffic wardens) now patrol the borough's streets by bicycle, following a summer cycle training course. The Council deserves congratulations for recognising that as a major Camden employer, it is wise to practice the green transport ideals it is preaching to businesses.

Heath Route is Permanent

The Hampstead Heath Management Committee has agreed that the Nassington Rd/Highgate Rd cycle route (it runs east/west to the south of Parliament Hill) should be permanently open to cyclists.

We started pushing for this 2 years ago, as the alternative via Gordon House Road is very dangerous. Last year the route lost its 7-10am only restriction for a trial 1 year period.

This decision is especially welcome as there's been resistance from pedestrian quarters due to a few cyclists indulging in anti-social practices.

Foot Path-illogical?

Police took action against 138 pavement cyclists in Westminster this year. The Traffic Subcommittee has now approved £5,000 to support the Police in another campaign in 1999. Why doesn't Westminster put more effort into planning decent cycle routes, then less cyclists would use the pavements?

Vauxhall Re-Viva?

Lambeth intends to set up an experimental scheme which will involve reducing car capacity for the notoriously unfriendly Vauxhall Cross gyratory by 20%. It wants to reduce traffic dominance & thus bring local environmental benefits, via road space reallocation.

Isn't this just the sort of initiative that we should be seeing in Camden? How about Camden High Street, Kentish Town Road, & the Swiss Cottage gyratory, for starters? [See fuller story.](#)

Car-nation vs Cyclamen

The government's UK wide National Travel Survey for 1995-97 has many worrying statistics including:

- 8% of car journeys are under 1 mile; 25% are less than two miles.

- the average UK resident travels (a devilish) 6,666 miles per year.

- 10 years ago children made more trips on foot than by any other mode (47%).

- Now the car is the

dominant mode (48%), and only 39% of trips are on foot.
15 year old males make 12% of their journeys by bicycle.

Give me more [National Travel Survey statistics](#).

Camden's ASL Blitz

Earlier this year Cllr. Gerry Harrison pushed for an impressive list of junctions to be upgraded with advance stop lines (ASLs). Consultation has now taken place on:

Grays Inn Road/Calthorpe Street;
Kentish Tn Rd/Royal College St.;
Woburn Place/Russell Square;
Grays Inn Road/High Holborn;
Vernon Place/Southampton Row;
Bloomsbury St./Great Russell St.;
St Pancras Way/Crowndale Road;
Shaftesbury Ave/High Holborn;
Goodge St/ Tottenham Ct Rd;
Prince of Wales Rd/H'stock Hill
Fleet Rd/Mansfield Rd.

Our next task is to ensure motorists actually comply with them!

West Kentish Town CPZ

Discussions are taking place over a Controlled Parking Zone (CPZ) for the area bounded by the railway between Gospel Oak & Kentish Town stations, Kentish Town Rd, Prince of Wales Rd, Southampton Rd/ Maitland Park Rd, & Mansfield Rd. If you can attend occasional CPZ meetings on our behalf, please get in touch with Paul on 0171-482-6692.

Square Mile wants Cyclists?

The Corporation of London is consulting on its Unitary Development Plan (UDP). Compared to Camden its attitude towards cyclists is Neanderthal - many returning to their bikes have been shocked to find them clamped - locking bikes to street furniture is a heinous crime in the City of London.

Surprisingly, the Corporation's UDP asks how to improve its cycle network, & claims it wants to encourage cycling, so here's a unique opportunity to tell them how!

The more cyclists who respond, the more seriously cycling will be taken. Get your free UDP consultation copy from the City's Forward Planning Department: 0171 332 1857. More details [here](#).

Helmets for Under-16's?

Whilst unlikely to become law, in a worrying development 26 MPs have signed up

so far to a Parliamentary proposal (Early Day Motion 1708) to make helmet wearing compulsory for under 16 year olds. More information [here](#).

Leisure Rides '99

Our rides programme is finished for this year. If you have suggestions on a ride you would like to see next year, call David on 0171-431-2964.

Celebration of '98

Monday 7th December, 7pm : all welcome

Its been a good year for the campaign, so we've plenty to celebrate. The first round's on your coordinator, in order to thank the myriad of supporters without whom cycling in Camden would still be fraught with dangers

.... er its safe isn't it? No?!? OK, a slight change of plan.

We'll spend until 8pm on our 1999 campaign, which will include the Seven Stations Link, road danger reduction, and a membership recruitment drive. Then we'll party!

We meet upstairs at the popular Lock Tavern pub (corner of Chalk Farm Rd & Harmood St, opposite Stables Market). Secure cycle parking in pub garden from 6.45pm

More info from Jane (0171-794-9708) or Paul (0171-482-6692)

Webliography: Oct/Nov

As well as more detailed coverage of newsletter items, our website has had many updates, including:

Campaign Diary Dates page;

News from Westminster LCC;

Cyclists & Pedestrian Liaison Group Briefings (Sept & Nov).

Camden councillors' surgeries & contact details; London MPs

Plus DETR press releases such as: Focus on Personal Travel 1995-97;

Transport Statistics 1998;

Digest of Environmental Stats.;

The impact of Superstores;

UK Climate Change Scenarios;

'Saddle up', Glenda tells Local Transport Chiefs.

For those of you without internet access, we'll have a print out of recent updates at the next, and future, members meetings.



A common sight for London's cyclists. Vehicles parking in cycle lanes are a major problem in heavy traffic.