

The "Camden Cyclist"

June/July '03 Newsletter of Camden Cycling Campaign

Camden
Cycling
Campaign

Web site at: www.greengas.u-net.com

Mailing list: CamdenCyclingCampaign-subscribe@yahoo.com

Bike Week June 14th - 22nd

Bikefest and Camden Green Fair

Sunday 15th: 12 - 5pm Drummond St, St James Gardens NW1. Held in association with Bikefix, CTC and Camden Council – a hands-on expo of all things bike! Try out recumbents, trikes, load-carriers, rickshaws and all kinds of unusual human-powered vehicles in streets which are closed to traffic for the day. Put your kids on the cycle-training obstacle course, get a free Dr Bike check-up for your machine or take a pedicab ride round the area. Contact Stefano*.

Feeder ride to Bikefest



Sunday June 15th: meet at Belsize Old Town Hall, Haverstock Hill at 11.45 am. Contact James*.

Free Cyclists' Breakfast



Wednesday 18th: 8 am - 10 am Ossulston St outside the New British Library (just off the Euston Road). Munch and mingle at this popular and sociable event now in its 8th year, and keep a look out for one or two celebrities who will be dropping by. Contact Paul Gasson*.

Evening ride

Thursday 19th: Mystery Ride. Fairly short ride, plus a vegetarian meal. Meet 6 pm outside Belsize Old Town Hall on Haverstock Hill. Contact James*.

Dr. Bike in West Hampstead

Saturday 21st: 12 - 5pm. Checkup for your bike, with free advice. Small repairs may be carried out if the queues are not too long. Outside West Hampstead Library (Dennington Park Rd/West End Lane junction). Contact Jamees or Paul Gasson*.

Sunday Ride



Sunday 22nd: Ride. South east London parks, forests and rivers. The ride will take in post-solstice Greenwich observatory. Meet 10.30 am outside Belsize Old Town Hall on Haverstock Hill. Lunch and tea stops. Contact James*.

Volunteers for bike week



CCC needs volunteers for a variety of tasks related to Bike Fest, including leafleting, stewarding, setting up, taking down and running stalls. Volunteers are also needed for Cyclists Breakfast. Contact Jane*.

*Contact details at the end of this newsletter



Location of Bike Fest, June 15th



Meetings in June and July

Monday 9th June and Monday 14th July at 7.30 pm. We meet in the Castlehaven Community Centre, opposite the Stags Head Pub, Hawley Street, NW1 on the second Monday of each month. You can bring your bike inside.

July ride

July 20th. James' annual ride to Rye. Meet 8 am at Belsize Old Town Hall, Haverstock Hill. Lunch and tea stops. Ride to Rye, via the hilliest bits of Sussex. Contact: James 7267 3585

Camden Cycling Plan problems

Camden Council's Cycling Plan outlines its strategy for encouraging cycling and was first published in 2001. This year's version of the plan contains a list of 48 targets for cycling provision. The first target is that 10% of all trips should be by cycle in 2012. Others include the following:

- To complete the Camden section of SSL by 2003/4 and of LCN+ by 2005. Improve cycle routes and LCN in Camden.
- To allow for cycling in new road schemes, to provide new links across barriers, 2-way cycle tracks in 1-way streets, and cycle access through road closures.
- Work with CCC on cycle routes in the parks and the Heath.
- To improve accident rates and to repair damage promptly.
- The provision of cycle stands and cycle parking at work.
- Cycle training and safe routes to schools, 20 mph zones.

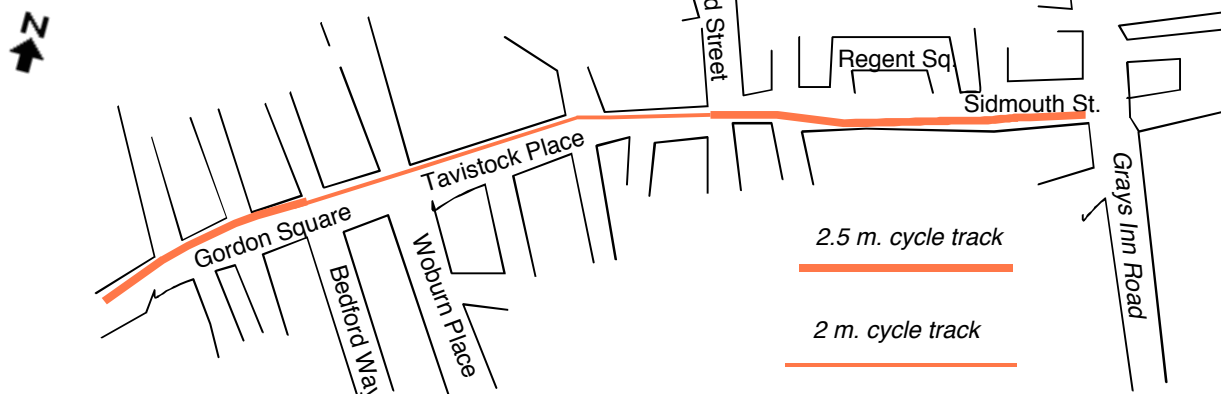
This year's plan proposed removing *the most critical target*: to review the resources required to meet the other targets; and also to downgrade the target of annual reviews (to biannual).

Paul Gasson led a CCC deputation to the council committee meeting that would decide on the plan. Despite support from Gerry Harrison, the committee voted by 3 to 1 to drop the first target and to downgrade the second.

The officer responsible for these changes insists that there is no sinister motive, but CCC will have to wait until 2005 to see whether targets are being met.

Progress with SSL

Seven Stations Link, east from Gordon Square



The 2-way cycle track has already been constructed from a point 20 metres west of the Bedford Way junction to just beyond the Woburn Place junction. This stretch is only 2.0 metres in width in spite of CCC's having insisted that the track should be close to 2.5 metres except at difficult points.

The next section of track as far as Judd St will also have to be only 2.0 metres wide. CCC feels that SSL - a flagship scheme - should not be built below standard.

CCC is assured that the cycle track will be 2.5 metres wide to the east of Judd Street as the road is wider there.

The cycle track will cross over from the north to the south side of the road after Judd Street junction. Local residents prefer to be separated by the cycle track from the cars. The alignment of the junction makes the cycle crossing safe and convenient and there are less side roads on the south side.

Report on talk by André Gibbs

On 14th April, CCC hosted a presentation by André Gibbs of Argent St. George, prospective developers of the King's Cross Railway Lands: *Sustainable transport: keystone of the King's Cross Central Development*. The talk was illustrated by a beautiful set of slides, some animated to show views of the site in the past and possible designs for the future.

André presented the idea of a 'place for people' in a robust urban framework of routes and spaces. Listed buildings including the Gas Holders, the Coal Drops and the Goods Shed, as well as the canal and Camley Street Park will be preserved. The site is very well connected and they hope to achieve a synergy of local, national and international needs.

The high-density development will protect views from Kenwood and Parliament Hill, requiring a 10-11 storey limit. New entrances to Kings Cross and St. Pancras Stations will be from Granary Square: a large public space to attract people

and to provide a route towards the other parts of the site.

A lively debate followed. André as a cyclist was able to appreciate many of our concerns. Issues included the Camley Street/Agar Grove cycle link and the possibility of a link over the CTRL embankment, as well as sustainability with reference to the interests of local shops and issues of additional commuting.

The meeting ended with a long discussion about the desirability of Camden's target that 25% of houses should have no parking: would less or more parking be better?



André Gibbs, photo © Lionel Shapiro

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