



Good for Camden
Good for You

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DECEMBER 2002/JANUARY 2003 NEWSLETTER

After another busy year, time to celebrate at the traditional December CCC Social, which takes place on Monday 9th December in the Stag's Head pub, next to the Castlehaven Community Centre, after our usual monthly meeting (which we aim this time to have ended at 8:00 pm).

Back to usual business in the new year, with meetings on Monday 13th January and Monday 10th February. We hope to have at the second of these a talk from Ralph Smyth, barrister and co-ordinator of the City of London LCC group, on hidden/ indirect discrimination against cyclists (and other sustainable non-motorised modes) in road traffic law.

All meetings take place at the Castlehaven Community Centre, Hawley Street, NW1 (with secure indoor cycle parking). The main meetings start at 7:30, with a one-hour business meeting starting at 6:30, at which all are also welcome.



Learn new skills on CCC's Committee

The campaign's ability to press for cyclists interests is in danger of being seriously weakened due to a severe reduction in the number of committee members. Having already lost two key campaigning committee members earlier in the year (David Arditti and Lionel Shapiro), it's now the turn of Andrew Cornwell and Meade McCloughan to stand down (the former as he's become the Chairman of the Green Party of England & Wales, and the latter to avoid any further excuses to complete his PhD). Andrew has been managing CCC's finances for the last two years, a vital but not too demanding task, whilst Meade has been handling some secretarial tasks and putting the newsletter together. We now urgently need extra bods on the committee to take on some of this work and help out with the consultations and campaigning. We make a point of not pushing people to do more than they feel able, so don't worry that you'll get sucked into ever increasing workloads ... if no one volunteers to do something, it just doesn't get done. Any level of involvement would be very welcome. For more information, call or e-mail Paul Gasson on 7482 6692, paulgasson@greengas.u-net.com.

Current Key Issues

Alot of the Campaign's energies are being consumed at present dealing with the Council in regards to two major schemes, (i) the eastern stretch of the Seven Stations Link (from Gordon Square to the border with Islington), and (ii) the extension of the Royal College Street track up St Pancras Way to Agar Grove.

2 metre width

The Council appears to have decided to design these new schemes with two-way cycle tracks of only 2 metre width. Whilst we accept that 2 metres is just about OK for short stretches where the carriageway space is tight (e.g., as is the case on Torrington Place, opposite Dillons/Waterstones), it is otherwise unacceptable, as it:

- is below national technical standard (2.5 metres);
- provides inadequate capacity for major cycling routes;
- obliges cyclists focus on negotiating track/avoiding other cyclists instead of traffic hazards at junctions;
- means that cyclists cannot safely overtake;
- will lead to cyclists transferring to main carriageway (due to above issues).

Cycle tracks and unsignalled junctions

The Council is still not properly taking on board our concerns about the dangers cyclists encounter when cycle-tracks cross unsignalled junctions. Readers will no doubt be familiar with these themselves from the Plender and Pratt Street junctions with Royal College Street and, more recently, the west side of Gordon Square on the Seven Stations Link. We have been pressing (so far unsuccessfully) for changes to these junctions to make them safer for

cyclists, and are very resistant to any plans for the new cycle tracks which replicate these junction layouts.

Our proposal is that for all but low vehicle flows across cycle tracks (i.e., less than 60 vehicles per hour) the side road should be closed or traffic signals put in. For low vehicle flows, the cycle track must be on a raised table, and other measures should be implemented to reduce motor vehicle speeds and enhance cycle priority .

Road safety

9 people were killed and 86 children injured on the roads in Camden last year. Between April 1998 and March 2001 4,898 people were injured – three-quarters because of drivers or motorcyclists ignoring red lights and traffic signs, drink driving, not stopping at pedestrian crossings or not driving slowly enough in bad conditions. The Council's programme of road safety measures (traffic calming, more signals) has dramatically reduced casualty rates – e.g., pavement buildouts in Goodge and Charlotte Streets by 86%.

