

The "Camden Cyclist"

April/May 06 Camden Cycling Campaign Newsletter

Camden
Cycling
Campaign

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Dates for your Diary

Members' meetings:

Are held on the second Monday of each month, at 7.30pm. We hold a Business Meeting for our Committee one hour beforehand. All members are welcome to both parts of the meeting, if interested.

We are varying our meeting venues to engage more closely with local communities.

Please check our website for any last-minute venue changes.

*** CCC AGM *** 10 April, 7.30pm

Primrose Hill Community Association, 29 Hopkinsons Place, London NW1 8TN

April's meeting is our AGM. We'll elect Committee Members and rattle through formal business after which we have a guest speaker.

Lynn Sloman will give a talk entitled:

"Cycle England and Car-sick Culture".

Lynn is a partner in the Transport for Quality of Life consultancy and is on the board of Cycling England, following ten years as Assistant Director of Transport 2000.

Our May meeting will be back at Castlehaven, following its recent unexpected refurbishment.

Monday 8 May 2006, 7.30pm

Castlehaven Community Centre, 33 Hawley Road, NW1 8RU

Matt Seaton will be speaking at our June meeting, venue TBA

Maintenance Workshops

We are in the middle of a course of maintenance workshops at Velorution on Great Titchfield Street.



Andrew Conway

This course is now fully-subscribed and has attracted more women than men. Those attending are highly impressed by the teaching standards.

For those who are booked, the dates of the next workshops are Saturday April 1 and May 6, from 2-5pm. We hope to arrange more courses in future.

News from the Police

Barry Loader, who spoke at our December meeting, reports that three well-locked decoy bicycles were **all stolen within an hour** of being parked. These bicycles were equipped with tracking devices and were then recovered and arrests made.

The police identified those using bicycles to commit crimes and were able to recover property stolen from a burglary from one cycle thief.

Kings Cross

Anne Boston writes:

Argent's planning application has been passed. The deputations Jean and I heard were often far more knowledgeable than the planning sub-committee, though some councillors were good. Sustainability was a common concern and cycling interests should get sympathetic hearing.

Camden's Planning Sub-committee had our written statement and plenty of others spoke for cycling interests. The accepted Agenda includes Camden's commitment to full cycle parking quota and to 10-20 mph speed limits throughout the site, and there is very strong local commitment to the Camley Street link.

In all at these meetings:- Camden Square Residents & Tenants, Camden Square Neighbourhood Association, the standing candidate and 2 councillors ALL stressed the need for pedestrian/cycle path south into the site from Agar Grove to Camley Street.

I met Hugh Lake (Camden Square Res. Assoc.). He said they were pushing hard for the Agar Grove/Camley Street link and seek CCC input for good design to make it feasible. They all want walking/cycling only, NOT A ROAD. Not all we asked for, but could be much worse. More dedicated cycle routes can be pushed for as development progresses. I've tried to keep this brief but it was historic in its way!

Judd Street

As this newsletter goes to press, Camden Council will be deciding whether to make Judd Street one way and create a gyratory round the Town Hall.

This would hugely increase danger to cyclists travelling north-south on Mabledon Place. Somehow, the planners did not realise there was a major cycle route in the vicinity when the plans were first designed!

LCN+ Route 6 is a very popular route, which would be disrupted massively by the implementation of these proposals.

Camden Cyclists initial response to these proposals is at: www.camdencyclists.org.uk/camden/consultations/Juddresponse.pdf. We are sending a deputation to the council sub-committee meeting on 21 March to put our case personally.

Consultations

Dave Stewart, Camden's Chief Traffic Engineer, spoke at our February meeting.

Dave started by outlining the consultation process.

The first thing that is done in dealing with replies to a consultation is to count those in favour Vs those against. This is usually a simple count - a group such as CCC counts as having one vote. (But CCC members can of course also respond as residents, if in the consultation area.) Sometimes replies can be weighted by locality, so as to give those in the vicinity of a scheme more say in the outcome. With special cycling schemes, the view of CCC would obviously be given greater consideration.



Lionel Shapiro

Next, any comments included in the replies are considered and collated.

The officers responsible then produce a report on the scheme, the results of the consultation and any feedback from ward councillors, with the gist of any consultation comments attached as an appendix. The report then goes to the Executive Environment Sub-Group, comprised of councillors (currently Cllr John Thane and three others), which decides whether and in what form the scheme should go ahead. (The Councillors can ask for the proposal to be reconsidered.) If approved, the scheme is then signed-off by the Assistant Director.

Minor cases can be dealt with by the Assistant Director.

The Council should ultimately inform all those who responded to the consultation with the outcome of the consultation. The Council does have a Consultation Scrutiny Board, but this serves to review the system of consultations, not examine particular cases.

As officer with particular responsibility for cycling issues, Dave would like to be copied in on CCC responses to consultations where we have particular concerns.

Dave pointed out that in addition to responding to consultations, CCC also has the ability to direct comments on both particular schemes and general trends to Council officers (including himself) through the regular meetings which are held between the two.

There is also the Walking, Cycling and Road Safety Advisory Group, chaired by a councillor, which although it has no decision-making powers is a good forum for discussion - officers attend, and the minutes go to Cllr John Thane.

Dave was asked whether it would be better for officers other than those responsible for devising the scheme to carry out

the review of responses to the consultation. He thought not, as the main task was just number-crunching. If there were issues of substance, these should in any case have been forwarded to him by CCC as the officer responsible for cycling.

Dave was asked for examples of schemes which didn't go ahead following consultation. Dave couldn't recall any [but we remember Priory Road, August 2004.]

It was felt that the officer's reports varied in quality, and that consultations varied in the degree to which the options were broken down. This sometimes made it difficult to discriminate against particular features.

Nick Harding drew attention to a new type of consultation which didn't appear to invite responses. Dave confirmed that these are what is termed Revised Consultation, usually used in relation to Local Safety Schemes, where funding has already been allocated to deal with specific accident issues and the Council has already decided to proceed. The purpose of Revised Consultation is to notify residents and others of what is planned and enable them to respond if they so wish.

Dave added that there were some matters on which the Council now did not consult, in particular the installation of cycle stands (following a decision of the Consultation Scrutiny Board).

Stefano pointed out that we often think that proposals don't go far enough. His instinct in these instances is to reject the scheme in the response - but is this the best way to proceed? Dave felt that a 'Yes, however' response would be preferable, making it clear in the comments the areas where it was thought the scheme was deficient. It was sometimes possible to take on board such additional suggestions as the scheme was being implemented.

Dave was asked whether views could be taken on board in the design stage, prior to consultation? He replied that this certainly was the case with the LCN+ routes, as these are specific cycling schemes. In particular these were subject to the Cycle Route Implementation and Stakeholder Plan (CRISP) process which involves local LCC branches in the early phases of the design.

Dave also handled a number of questions about particular road management issues.

Meade McCloughan

Camden Cyclists Needs YOU!

There are around 600 members of London Cycling Campaign in Camden, but only a small number go to our meetings etc. We'd love to see more of you to help with stalls at fairs and fêtes, Press watching, the Cyclists' Breakfast, consultations etc. The list is long, but all help, no matter how little, is really appreciated.

We can help you too; if you have a fair in your area, we can provide leaflets etc, so you can promote Camden Cyclists. We might also be able to be there to help at your fair. Come and chat to us at our April meeting or contact someone from the list below.

CCC Committee Contact Details