

# The "Camden Cyclist"

February/March 06 Camden Cycling Campaign Newsletter

Camden  
Cycling  
Campaign

Editor: Helen Vecht

Website at: [www.camdencyclists.org.uk](http://www.camdencyclists.org.uk)

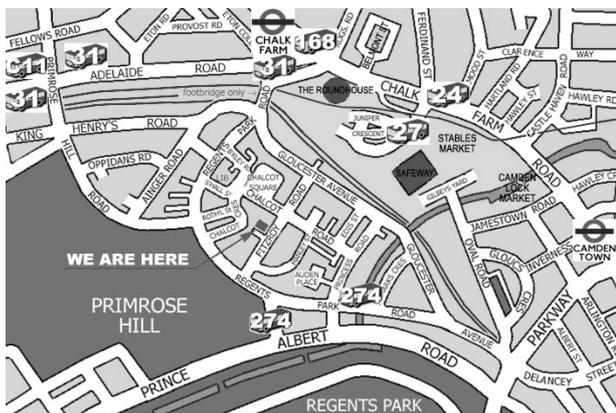
Mailing list: [CamdenCyclingCampaign-subscribe@yahoogroups.com](mailto:CamdenCyclingCampaign-subscribe@yahoogroups.com)

## Dates for your Diary

### Members' meetings:

Are held on the second Monday of each month.  
We are now varying our meeting venues.

**\*\*February's meeting is in Primrose Hill\*\***



### Monday 13 February 2006

6.30pm 'Dr Bike' bicycle check, all welcome  
6.30pm Committee/business meeting  
7.30pm Main meeting. Primrose Hill Community Association, 29 Hopkinsons Place, London NW1 8TN  
A talk on the ins and outs of consultations by an officer from the traffic engineering section at Camden Council.  
CCC responds to many consultations so we often wonder how they deal with our responses.

We have invited an officer to come to talk to us at this meeting. We have asked them to tell us about how consultations, the design process and the eventual outcome relate to each other. We hope that they will discuss one or two case studies as to what happens (and what doesn't).

### March Meeting is at Castlehaven CC

Monday 13 March 2006, 6.30pm business meeting,  
7.30pm, Members' meeting  
Castlehaven Community Centre, 33 Hawley Road,  
LONDON NW1 8RU

### Monday 10 April 2006 - 7.30 pm

**\*\*\*\*CCC AGM\*\*\*\***

**Primrose Hill** Community Centre, as above  
Your chance to participate in CCC affairs. Listen to us report the year's events, vote for Committee members or volunteer to help.  
We hope to have an outside speaker (to be confirmed nearer the date) to add interest.  
Further details on the website and in your next Newsletter

## Maintenance Workshops

We have organised a cycle maintenance course comprising three Saturday afternoon sessions where you work on your own bike. These workshops will work through the different things that you need to know in order to be able to service your own bike.

### Booking essential.

We are suggesting a donation of £7 (£2 unwaged) to help defray expenses.

The workshops will take place on:

4 Mar 2006  
1 April 2006  
6 April 2006

} from 14:00 to 17:00

At Velorution, 8 Great Titchfield Street, London W1W 8BD  
Contact: James Brander on 020 7267 3585 or  
email Jean Dollimore on [jean AT dollimore.net](mailto:jean AT dollimore.net) to check availability of places.

Details of the syllabus will be posted on our website.

## Keep in e-touch!

For those of you with computer and email access, you can keep in touch with our activities by visiting our website at: <http://www.camdencyclists.org.uk> where there's loads of information and news, meeting and ride reports etc.

The website is updated much more frequently than is possible with a bimonthly newsletter or London Cyclist. There's also a Yahoo emailing group to which you can post once you've joined.

Visit the group list website at:

<http://groups.yahoo.com/group/CamdenCyclingCampaign/>

To subscribe, send a blank email to:

[CamdenCyclingCampaign-subscribe@yahoogroups.com](mailto:CamdenCyclingCampaign-subscribe@yahoogroups.com)

You then post messages to:

[CamdenCyclingCampaign@yahoogroups.com](mailto:CamdenCyclingCampaign@yahoogroups.com)

To leave the group, send a blank email to:

[CamdenCyclingCampaign-unsubscribe@yahoogroups.com](mailto:CamdenCyclingCampaign-unsubscribe@yahoogroups.com)

You can choose to receive individual emails, a daily digest or read post on the web. You can also choose to receive only special notices from the moderator.

## CRISPS & CRIMS

(Cycle Route Implementation & Stakeholder Plans and Cycle Route Inspection Meetings)

Members of our Committee have been involved with the practical aspects of some LCN+ routes. There's not enough space here for all the details but Meade's account of the A201 CRIM is on: <http://www.tinyurl.co.uk/pd5t>  
The Link 27 (Tottenham Court Road to Highgate) saga grinds on. Camden Consultants are preparing a report which we'll share when it's not a draft.

<http://www.camdencyclists.org.uk/camden/crisps/link27/>

is the gateway to the story. The point is that bike routes are complex and we won't accept them if they're dangerous or uncyclable!

## **Christmas Police Talk**



Barry Loader of the Metropolitan Police talked at our December meeting. He has been a police officer for 13 years and has been a cyclist for 28 years - though these days for leisure only.

Since 1st January 2005, 1,679 bicycles were reported as stolen in Camden (5% up on 2004). Of these, only 67 were recovered and returned to their owners. About 80,000 bikes were stolen in London last year.

Which bikes get stolen? The unlocked, those with poor locks, those locked up badly (e.g. to short poles, or with the lock close to the ground) and those targeted by professional thieves.

Sgt Loader added that some responsibility had to rest with manufacturers and retailers, both of whom could do more to help reduce the amount of bike theft.

It is difficult for police to identify owners of stolen bicycles when they are recovered. (Camden police retrieved many more than the 67 mentioned above.) Even when thefts are reported, the details owners provide are often inadequate. Sgt Loader stressed the importance of having a complete and accurate description of one's bicycle, frame number and all, and, ideally, registering it on Immobilise. Coding is still done, but only at police stations.

When recovered, bicycles usually match descriptions given of them (provided these are sufficiently precise) -they aren't usually modified. (Though professional thieves do disassemble expensive bikes.)

Sgt Loader's Holborn colleagues, together with the Design Against Crime Unit at Central at Martins designed a leaflet advising how best to lock up bikes 'On Street Bicycle Parking'. 10,000 are to be printed and distributed in and around the university area of the borough. Sgt Loader promised to get some for us.

The police are building up intelligence information about organised cycle theft, and have used 'tracker' bicycles in 'sting' operations to trap thieves.

Sgt Loader was involved in is the pavement cycling campaign in Kentish Town. The police undertook two leafleting sessions recently, handing out 25 leaflets on each occasion. Of the fifty or so cyclists encountered, six were found to be on stolen bikes! The police had initially undertaken this campaign just to appease complainants, but now are keen to use it to catch crooks. (CCC had a hand in the Pavement Cycling Leaflet.)

Sgt Loader went on to talk about the use of bicycles by the police force. He'd like to see much more of this, but health & safety/risk assessment considerations make it unnecessarily complex and costly. There are currently four bikes each at the Kentish Town and Hampstead police stations.

Finally, Sgt Loader said that he would be happy to relay road safety concerns which we had to the Council, with whom the police regularly liaise. (He also expressed scepticism about speed cameras.) **Meade McCloughan Brave Souls!**

Andrew Conway led a trip to Waltham Abbey just before Christmas. Attendance was select; his report follows:

The weather was crisp but clear, making the most punishing part the half hour we waited between 9 and 9.30 at Camden Lock for any others, which gave our fingers and toes ample time to freeze up.

We set off to the East along Regents Canal towards Islington just after 9.30. It was a typical towpath ride, with a notable lack of anglers for some reason - could be that they didn't like the cold. Our only trafficked bit (the tunnel bypass in Islington) went without incident, and we were soon back on the canal heading past the City Road Basin. After Victoria Park, we turned north along the Hertford Union Canal, which eventually took us to the River Lee Navigation. Our first real sign of any activity came at Hackney Marsh, which was teeming with footballers, also providing us with a convenient comfort break.

The low point of the ride came soon after with the industrialised bit near Tottenham, but all familiar sights to the regular city cyclist. Of course, the history of London's canals is all about industry, so one can't really be critical of this sort of thing. Indeed, one of the most interesting sights along the way is the old Lesney Matchbox factory (where the toy cars were once produced) near Hackney Wick. We continued along the path (sometimes diverging from the canal into Lee Valley Park) all the way up to Waltham Abbey. By this point, it was just about 12.00, and we were keen to find a hot lunch to warm us up and fortify us for the ride home. I'd researched pubs before the ride, but there seemed to be enough of them to allow a decision to be made on the day. Our first choice was virtually opposite the Abbey itself, but it didn't serve food. The landlord was good enough to recommend another pub though, which turned out to be ideal. We spent the next hour or so relaxing with a roast lunch and pint.

The ride home seemed slower than the ride out, though it was actually a bit quicker (I put this down to the turkey, stuffing, and beer).

An excellent ride overall, and I hope to be able to share it with more CCCers next time!

Andrew Conway

## **Alan Bennett & Regents Park**

When recently interviewed on the South Bank Show, Alan Bennett said he wanted to leave a safe cycle route through Regent's Park as a legacy.

Now that the Royal Parks have a new Chief Superintendent, he may be more likely to get his wish!

CCC will work to achieve this too.