



ISLINGTON CYCLIST

The newsletter of the Islington Cyclists' Action Group



**London
Cycling
Campaign**

ICAG is the Islington group of the
London Cycling Campaign

Issue 58

June/July 2006

Gearing up for a bigger Islington Bike Week

Following last year's successful National Bike Week, ICAG is preparing to run an expanded programme for 2006.

We'll be repeating our popular Biodiversity Bike Ride in partnership with the Islington Ecology Centre and running a second Bike Breakfast together with Islington Council.

The end of the working week is marked with a return of our 'Cool Down' event at a new location and two new rides are added.

Missing this year is the ride to Bikefest in Trafalgar Square as that event has been cancelled.

The full list is below: for more information about events across London and nationwide visit:

W: www.bikeweek.org.uk

Dr Bike

Saturday 17 June, 12 to 5pm

Dr Bike at N1 Centre, between Upper Street and Liverpool Road, N1. Come for a free bike check and information about cycling locally, including free cycle maps.

For more information contact
Alison Dines on 020 7226 7012

Biodiversity Bike Ride

Saturday 17 June, 2 to 5pm

Biodiversity Bike Ride, starts and finishes at the Islington Ecology Centre, Drayton Park N5.



Last year's Bike Breakfast – visited by the Mayor of Islington

Join us as we take a two-wheeled leisurely tour of the borough's wildlife hotspots and picturesque parks to discover some of their hidden secrets as we ride through Islington's green corridors. The ride will cater for all levels and abilities and is done at a gentle pace. Not suitable for younger children. Bring a bike and refreshments

For more details contact the
Ecology Centre on 020 7354 5162

Cyclists' Breakfast & Dr Bike
Tuesday 20 June 7.30 to 9.30 am

Join us for a free breakfast and bike check at the junction of City Road and Colebrooke Row, N1.

For more information contact
Alison Dines on 020 7226 7012

Cyclists' Breakfast & Dr Bike
Thursday 22 June, 7.30-9.30am

Join us for a free breakfast and bike check on Highbury Fields at the junction with Highbury Place and Holloway Road, N5.

For more information contact
Alison Dines on 020 7226 7012

Cyclists' Cool Down
Friday 23 June, 5.30 to 7.30 pm

Cyclists' Cool Down at the junction of Rock Street and St Thomas Road, close to Finsbury Park station N4.

Meet fellow cycling commuters for fruit cocktails and snacks to wind down after work.

For more information contact
Alison Dines on 020 7226 7012

Historic North London ride
Saturday 24 June, 2 to 5 pm

Historic North London Ride, starts and finishes at the cycle park by Finsbury Park Station.

Explore some of North London's history on this gently paced ride.

For more details contact Stephen
Taylor on 020 7263 7373

Little Green Ride
Sunday 25 June, 9.45 am

Easy-paced ride of around 30 miles in the Hertfordshire countryside with a pub lunch. Meet at Finsbury Park station (overland side).

For more details contact Sue on
020 7729 5409

Cycle ride – to be confirmed
Sunday 25 June

For more details contact Jonathan
Edwards on 020 7704 1884

Cyclists elected to Islington Council

Several London Cycling Campaign members were elected to Islington Council at the local elections held on 4 May. They included:

- George Allan (Clerkenwell ward, Liberal Democrat)
- Andrew Cornwell (St George's ward, Liberal Democrat)
- Greg Foxsmith (Hillrise ward, Liberal Democrat)
- Catherine West (Tollington ward, Labour group leader)

Quite a few more new Councillors have been known to travel on two wheels.

The results delivered a huge surprise - the loss of overall control for the Liberal Democrats. The final result in Councillor numbers was:

Lib Dems	24
Labour	23
Green	1

Lib Dem leader Steve Hitchins lost his seat, as did Councillor Bridget Fox who had responsibility for transport and cycling in her Sustainability portfolio.

Full results are posted on:

W: www.islington.gov.uk

The close result, the election of the first Green councillor in Islington, and the high green vote should provide interesting opportunities for those working for more sustainable transport and planning in Islington, including ICAG / LCC.

At the same time it is worth noting that an important part of the Labour platform was an appeal to the motorist vote with a pledge to cut parking charges and reduce parking controls.

Both the Lib Dem and Labour manifestos contained some

specific pledges on cycling and ICAG will push to ensure these are promptly taken forward.

Could you be a buddy?

ICAG is developing a 'bike buddy' service by training volunteers to act as cycle trainers. If you would like to get involved in this project please contact:

C: Anja Beinroth
T: 020 7249 9396
E: beinroth@gmx.net

From cycling to recycling

The Bike Boot Sale held at Hackney City Farm in April generated considerable interest and was well attended despite a relatively small number of stalls.

A lot of second hand bike bits were sold and the possibility of having a stall at one of the local festivals has been raised.

If you have cycle pieces that you no longer need and would like to either sell (or donate them) on a stall, please contact:

C: Jonathan Edwards
T: 020 7704 1884
E: jonathanthebike@yahoo.co.uk

Workshop venue needed in south Islington

Our regular bicycle workshop at Sunnyside Gardens near Archway is popular with members but is in the very north of the borough. Therefore we would like to hold one in the south of the borough as well. If anyone knows of a suitable, bike friendly space that could be used once a month or so, for a couple of hours on a weekday evening, please contact:

C: Jonathan Edwards
T: 020 7704 1884
E: jonathanthebike@yahoo.co.uk

Little Green Ride Dates

Description: Easy-paced rides of around 30 miles with a pub lunch.
Dates: Sun 11 June, Sun 25 June, Sun 9 July, Sun 23 July
Start: 9.45a.m. **Finish:** 5-6 p.m.
Place: Finsbury Park overland station
Contact: Sue
Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)
Dates: Wed 28 June, Wed 26 July
Time: 7 - 9.30 p.m.
Cost: £1 (50p unwaged) per session towards costs
Contact: Adrian Williams
Telephone: 07810 211 902

ICAG monthly meeting

If you've something to say about cycling in Islington, or just want to listen, come along to the ICAG monthly meeting.

Place: Islington Town Hall
Dates: Wed 14 June, Wed 12 July
Time: 7.30-9.30 p.m.
Contact: Alison Dines
Telephone: 020 7226 7012

Agenda items for meetings should reach Alison Dines by the Saturday before the meeting.

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E: dean.leigh@btconnect.com

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Dean Leigh (Editor)

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Issue 57

April/May 2006

High profile for cycling in local elections

ICAG is determined to make sure the needs of cyclists are high on the agenda as Islington voters go to the polls to elect a new Council on 4 May.

We have already written to all the main political parties asking their candidates to endorse the London Cycling Campaign's 2006 local election manifesto. The five key points of the manifesto are:

1. 20mph as the standard speed limit for all residential streets.
2. Increase by 25% the proportion of children cycling (or walking) to school by 2010.
3. Increase by 50% the total number of cycle parking spaces by 2010 through planning policies and direct provision.
4. All parking enforcement in Islington to prioritise keeping cycle facilities car free.
5. Ensure good cycling access to all green spaces and waterways.

Over 200 candidates will contest the 48 Council seats and ICAG wants as many of them as possible to sign up to these five goals. Replies from the parties will be sent to all LCC members in Islington well before polling day.

A number of ICAG members are standing as candidates including Catherine West (Labour), George Allan (Liberal Democrat) and Jon Nott (Green).

New Co-ordinator as ICAG numbers grow

Islington Cyclists' Action Group elected a new Management Committee at our Annual General Meeting in March.



New **Co-ordinator** is Alison Dines (pictured above), previously ICAG Secretary. Alison is uniquely well qualified to take on the role as she has served for three years as Co-ordinator in the past.

Alison replaces Andrew Cornwell, who is stepping down after two years in the Co-ordinator's post to stand as a candidate in the May local elections.

Anja Beinroth has been re-elected **Treasurer**. Thanks to her efforts ICAG's income doubled in 2005, and we are now well placed to attract new grant funding.

New **Secretary** is Stephen Taylor, who until last year was Co-ordinator for LCC in Haringey.

The other four **Management Committee members** elected are

John Ackers, Chris Ashby, Andrew Cornwell and Alastair Fallon.

Meanwhile ICAG membership has continued to grow – there are now 701 LCC members in Islington, compared to 647 in January 2005.

If you would like a copy of ICAG's Annual Report and Accounts for 2005, which were presented at the AGM, please contact:

C: Andrew Cornwell

T: 07753 620 682

E: andrew.cornwell@virgin.net

Bike Boot Sale

What:

Bike Boot Sale

When and where:

Saturday 8 April, 10 am to 2 pm at Hackney City Farm, Goldsmiths Row, London E2

Your chance to clear out those bits under the stairs and turn them into money!

Book a table for £7.50 via Jonathan (details below) and bring your cycle spare parts to sell.

This is NOT a commercial event.

For more information please contact:

C: Jonathan Edwards

T: 020 7704 1884

E: jonathanthebike@yahoo.co.uk

Cycling MP meets ICAG members



Our picture shows Islington South MP Emily Thornberry meeting ICAG members at our AGM held in March.

Emily spoke to the meeting about her work as Chair of the Parliamentary All-Party Cycling Group, which includes both MPs and peers.

Recent campaigns by the Group have included calling for better integration between cycling and rail transport; work on the Road Safety Bill; and proposing amendments to the Countryside and Rights of Way Bill to ensure access for cyclists.

Emily has also joined with cycling organisations in objecting to part of the proposed new Highway Code which would oblige cyclists to use cycle lanes where available – even if these are dangerously designed.

ICAG members raised many issues in a question and answer session including the need to enforce advance stop lanes and to provide secure parking in new housing and shopping developments.

High levels of cycle theft were also discussed and Emily Thornberry reported that nearly every single member of her family had had a bike stolen.

The MP received an invitation from ICAG's Chris Ashby to join our monthly feeder ride from the Town Hall to the Critical Mass bike ride.

Double grant success

ICAG has successfully applied for grant funding for a new cycle training project which will involve setting up a 'bike buddy' scheme. The Community Learning Chest is providing £1,800 to train ICAG volunteers as cycle trainers, and they will in turn provide support to other cyclists.

Another £1,165 has been secured to pay for this year's cycling promotion programme, which includes stalls at local events and the printing of publicity materials.

More information about how to get involved in the cycle training project is available from ICAG's Treasurer:

C: Anja Beinroth

T: 020 7249 9396

E: benroth@gmx.net

Volunteers wanted for Bike Week events

National Bike Week this year runs from 17 to 25 June and once again ICAG will be running a full programme of rides and events.

The draft timetable (some details still to be confirmed) includes:

- Saturday 17 June – Islington Dr Bike (time and venue tbc)
- Saturday 17 June – Biodiversity Bike Ride (depart from Islington Ecology Centre at 2 pm)
- Sunday 18 June – Ride to Bikefest in Trafalgar Square (depart from Islington Town Hall at 2 pm)
- Tuesday 20 June – Islington Cyclists Breakfast (junction of City Road and Goswell Road, 7.30 to 9.30 am).

More volunteers are needed to help ensure all these events are a success – if you can spare an hour or two, please contact the Bike Week events organiser:

C: Alison Dines

T: 020 7226 7012

E: alisondines@clara.co.uk

Little Green Ride Dates

Description: Easy-paced rides of around 30 miles with a pub lunch.
Dates: Sun 2 April, Sun 16 April, Sun 30 April, Sun 14 May, Sun 28 May
Start: 9.45a.m. **Finish:** 5-6 p.m.
Place: Finsbury Park overland station
Contact: Sue
Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)
Dates: Wed 26 April, Wed 24 May
Time: 7 – 9.30 p.m.
Cost: £1 (50p unwaged) per session towards costs
Contact: Adrian Williams
Telephone: 07810 211 902

ICAG monthly meeting

If you've something to say about cycling in Islington, or just want to listen, come along to the ICAG monthly meeting.

Place: Islington Town Hall
Dates: Wed 12 April, Wed 10 May
Time: 7.30-9.30 p.m.
Contact: Alison Dines
Telephone: 020 7226 7012

Agenda items for meetings should reach Alison Dines by the Saturday before the meeting.

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E: dean.leigh@btconnect.com

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Issue 56

February/March 2006

Success for ICAG at Highbury Place



Following years of pressure from ICAG, Islington Council finally agreed in January to create legal northbound access for cyclists to Highbury Fields from Highbury Corner.

The scheme approved, costing £225,000, will see the construction of a contra flow cycle lane for cyclists entering Highbury Place from the roundabout. The cycle lane is part of wider streetscape improvements and is aimed at reducing conflict between cyclists and pedestrians.

At present cyclists are faced with a choice of riding illegally into Highbury Place or using the pedestrian area. A Council cycle count showed that up to 60 riders an hour take the risk of riding into oncoming traffic exiting Highbury Place.

New cycle racks will be provided to replace the guardrails currently used by many to park their bikes. The railings and other street 'clutter' will be removed as part of the scheme.

Both Islington Council and Transport for London, who will share the cost of the works, have recognised that there's not enough cycle parking around Highbury Corner and say they will investigate providing more stands. ICAG has already sent both organisations a list of possible sites in the area for more parking.

Talks resume with Islington Council

After boycotting liaison meetings for nearly a year in protest at Islington Council's poor performance, ICAG's December meeting voted to resume talks for a trial period.

The Council's street management division has stressed to ICAG that it now has a new team of engineers in place working on cycling schemes, and that they are keen to ensure cycling has a high priority in all traffic and transport measures.

Islington has also agreed to improve meeting procedures, and to bring in representatives from its parking and transport planning departments, as well as area managers from Transport for London.

ICAG has made it clear to the Council that we expect to see concrete improvements at a shortlist of problem sites within six months – these are mainly streets where access for cyclists has been removed by the Council in recent years.

If you have an issue that you would like ICAG representatives to raise with Islington Council at future liaison meetings, please contact:

C: Andrew Cornwell

T: 07753 620 682

E: andrew.cornwell@virgin.net

Committee elections

ICAG's new structure, with our first constitution and an elected seven-person Management Committee, has now been in place for a year and is working well.

Committee elections will be held at our AGM in March (details below). If

you would like to contribute more to the work of LCC in Islington by joining the committee, please contact the Co-ordinator, Andrew Cornwell, for an informal discussion.

Annual General Meeting

What:

ICAG invites all members to our Annual General Meeting.

When and where:

Wednesday 8 March, 7.30pm, at Islington Town Hall, Upper Street, London N1.

Agenda:

1. To receive Annual Report.
2. To receive Annual Accounts.
3. Election of new Management Committee, comprising:
 - Co-ordinator (Chair)
 - Treasurer
 - Secretary
 - Four other members
4. Any other business.

Guest speaker:

Emily Thornberry MP (Islington South), chair of the All-Party Parliamentary Cycling Group will speak on national cycling and transport issues.

Drinks and snacks will be served!

For more information please contact the ICAG Secretary:

C: Alison Dines

T: 020 7226 7012

E: alisondines@clara.co.uk

Breakfast now served in winter too!



Our picture shows the first 'Cycling Awareness Breakfast', held on the Regents Canal on 17 January.

ICAG volunteers served hot and cold drinks and snacks to dozens of passing cycle commuters at the City Road basin, as well as handing out a range of information leaflets.

The breakfast – modelled on our successful Bike Week event in summer – was a joint venture with environmental charity Groundwork and British Waterways.

As the number of cyclists using the canal towpath has risen, there have been concerns about conflict with pedestrians in the narrow spaces. Both British Waterways and ICAG are keen to encourage cycling along canals, but only in a safe manner with respect for other users.

Critical Mass ride

Following their successful introduction in 2005, ICAG will be continuing to run feeder rides to the famous Critical Mass cycle ride throughout this year.

Next rides: Friday 24 February, Friday 31 March, Friday 28 April.

Time and place: Depart from outside Islington Town Hall, Upper Street N1, at 6.15pm sharp. Ride to the South Bank to join the start of the main ride under Waterloo Bridge.

CRISPs progress, canal takes the biscuit

Good progress is being made on the large number of cycle route studies being carried out around Islington.

The most recent route to come under the microscope was the A501, which includes Pentonville Road and City Road, from Kings Cross to Old Street. ICAG's Doug Angus represented Islington cyclists at the Cycle Route Inspection Meeting just before Christmas. We are pushing hard for improvements at Colebrooke Row, and at the junction with Bath Street.

Meanwhile consultants acting on behalf of Transport for London have been seeking ICAG feedback on ways to improve cycle parking provision along the A201 – Kings Cross Road and Farringdon Road.

One of the most promising studies so far is the so-called 'Canal by-pass' route running from York Way through central Islington and then parallel with the Regent's Canal. A large number of improvements are being proposed, but the question of creating legal two-way cycle access through Charlton Place near Islington Green has still to be resolved.

Cyclists wanted for challenging ride

Islington-based charity Computer Aid International is looking for participants to join a sponsored cycle challenge in Kenya this July. The ride covers over 400 km in seven days through stunning scenery, starting at the foot of Mount Kenya.

Computer Aid, which has offices and a workshop in Holloway Road, collects and reconditions personal computers before sending them to schools and non-profit organisations in the developing world.

As with most charity fundraising rides, a minimum level of sponsorship is needed for the Kenya challenge. For more information contact:

C: Stephen Campbell

T: 020 7281 0091

E: kenyachallenge@computeraid.org

Little Green Ride Dates

Description: Easy-paced rides of around 30 miles with a pub lunch.
Dates: Sun 5 February, Sun 22 February, Sun 5 March, Sun 22 March
Start: 9.45a.m. **Finish:** 5-6 p.m.
Place: Finsbury Park overland station
Contact: Sue
Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)
Dates: Wed 22 February, Wed 22 March
Time: 7 – 9.30 p.m.
Cost: £1 (50p unwaged) per session towards costs
Contact: Adrian Williams
Telephone: 07810 211 902

ICAG monthly meeting

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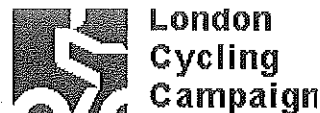
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Issue 55

December 2005 / January 2006

ICAG consults on Islington cycling strategy



Frustration among Islington cyclists has mounted in recent months as the Council has repeatedly failed to deliver improvements. Both of the last two Borough Spending Plans have failed to bid for sufficient funding for cycle training, parking and anti-theft campaigns. And, as previously reported in *Islington Cyclist*, the Council's Sustainable Transport Strategy has turned out to be a big disappointment.

Those who cycle around Islington will know that many traffic engineering schemes just aren't cycle friendly.

As a result ICAG has taken the dramatic step of launching its own **Islington Cycling Strategy**.

The aim is to publish a complete five-year plan, with positive proposals to improve conditions for cycling in the borough. Much of the plan will be based on applying existing LCC policies to the situation in Islington – but we are also looking for new ideas.

Consultation has already begun with letters being sent to all Islington Councillors and local stakeholders including schools, universities, police and the NHS. Stakeholders have

been asked for their views on the following themes:

- How can we best work to remove the barriers to increased cycling in Islington?
- How can we best get across to the public the health, environmental and financial benefits of cycling?
- Given the Council's poor record of delivery, how can local employers, schools and community organisations play a part in raising levels of cycling?
- What needs to be done to help Islington develop effective traffic reduction and road danger reduction strategies?
- Following the recent major increases in car parking provision in Islington, how can sustainable transport, including cycling, be better integrated into the planning process?
- What measures can be taken to reduce the level of cycle theft in Islington, which is currently the highest in the UK?
- How can we encourage more women, older people and people from ethnic minorities to become regular cyclists?

The ICAG strategy will be launched in March 2006.

If there are measures that you would like to see included in the **Islington Cycling Strategy**, or if you have views on any of the themes above, please get in touch with the ICAG Secretary Alison Dines.

C: Alison Dines

T: 020 7226 7012

E: alisondines@clara.co.uk

Critical Mass sees off police threats

Threats by the Met Police to treat the monthly Critical Mass bike ride as an 'unauthorised demonstration' have been faced down by a huge turnout from London cyclists.

Numbers rose from an average of 250 riders to a huge 1200 participants at the October event, making this one of the most successful Critical Mass events. Points visited on the ride included Buckingham Palace, Parliament Square and Oxford Street.

Many active LCC members supported the ride, with record numbers joining the ICAG feeder ride from Islington.

Bike-bourne police units kept a low profile after a barrage of complaints from the cycling community in advance of the ride.

ICAG will continue its feeder rides to the main Critical Mass starting point at the South Bank throughout 2006.

Next rides: Friday 30 December, Friday 27 January, Friday 24 Feb

Time and place: Depart from outside Islington Town Hall, Upper Street N1, at 6.15pm sharp.

ICAG Xmas ride

What:

ICAG's annual festive ride, visiting Trafalgar Square for carol singing, followed by a pub stop for drinks. Mulled wine served en route. Xmas fancy dress welcome!

Where and when:

Wednesday 21 December. Meet outside Islington Town Hall, Upper Street N1, from 6.30pm. Ride will depart promptly at 7pm for Trafalgar Square. All cyclists welcome!

Campaign on budget cuts makes headway



ICAG obtained good coverage for our criticism of Islington Council's budget plans in the *Islington Gazette*.

An ICAG press release highlighting Council plans to cut the local cycling budget, as well their inability to bid for available funding for cycle training, led to a prominent article headlined 'Get off your bike!'

ICAG's statement was quickly backed up by a joint press release from both Islington MPs, Jeremy Corbyn (North) and Emily Thornberry (South). Thornberry commented that: 'The council seem to be completely oblivious to the fact that more and more Islington residents are cyclists'.

In reply, Executive Councillor Bridget Fox argued in the *Gazette* that ICAG had 'misunderstood' the figures. But the Borough Spending Plan clearly shows a planned fall in the local cycling budget of 59 per cent for 2007/08 and a further 37 per cent cut for 2008/09 (page 132 of the Plan).

Fox also claimed that the Council has been 'working with the Islington Cyclists' Action Group'. She omitted to mention that ICAG suspended regular liaison meetings with the Council earlier this year in protest at Islington's poor performance. As no improvements have been forthcoming since then, the meetings remain suspended.

Call to scrap Nags Head gyratory system

Getting rid of the high speed gyratory system is the only way to make the Nags Head area safe for cyclists, ICAG has told Transport for London and Islington Council.

A cycle route study on the A503, which covers Camden Road, Seven Sisters Road, Parkhurst Road, Isledon Road and Tollington Road, is currently underway. All of these routes are notorious for speeding traffic along motorway-type roads.

ICAG representatives at last month's Cycle Route Inspection Meeting (CRIM) made clear that the best way to ensure safe cycle access was to return to two-way working.

However, should Transport for London be unable to fund this, an alternative proposed by ICAG would be a system of contra flow cycle lanes, taking out one lane of traffic along these excessively wide roads.

Lack of cycle parking in the area is also an issue, and ICAG is calling for a 'massive increase' in provision, particularly in the Nags Head shopping area.

Other measures we have suggested include introducing advanced stop lanes at all junctions, extending bus lane operation times, reducing speed limits and restoring two-way traffic in connecting roads such as Caledonian Road and Hillmarton Road.

Pictured below are ICAG members Doug Angus and Chris Ashby who joined a pre-CRIM ride of the route to help finalise ICAG's policy.



Little Green Ride Dates

Description: Easy-paced rides of around 30 miles

Dates: every Sunday fortnight

Start: 10.10 a.m. **Finish:** 5-6 p.m.

Place: Finsbury Park overland station

Contact: Sue

Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)

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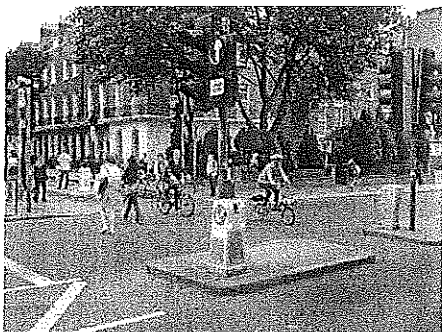
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Issue 54

October / November 2005

Cycling up by 88 per cent at key commuter junction



Picture: Dean Leigh

Cycling has surged on Islington's streets this summer in the wake of the London bombings.

A cycle count at the borough's key facility, the crossing at the junction of City Road and Colebrooke Row, in August showed a rise of 88 per cent compared to August 2003.

This means a staggering 1099 cyclists passed the junction in the two hour morning peak period – with 715 in the between 8.30am and 9.30am alone.

Two years ago the overall figure in the same two hour period was just 584.

ICAG's three cycle counters also witnessed the continuing confusion at this junction as a result of poor design and road layout.

Because no separate pedestrian crossing has been provided, and because Islington Council has failed to upgrade the cycle track in a sensible way, there is much conflict between cyclists and pedestrians.

The massive growth in numbers means it is all the more vital for the Council to get their act together and sort out this junction. ICAG has called for the exit from Colebrooke Row to be restricted to pedestrians and cyclists only to improve safety. And a new pedestrian crossing is urgently needed.

Main roads to come under TfL scrutiny

Transport for London has launched a series of studies aimed at improving conditions for cyclists on Islington's major roads.

The so-called 'CRISP' studies will involve key transport stakeholders including ICAG and neighbouring LCC borough groups in Camden, Hackney and Haringey. All will include site visits where ICAG will be represented.

Perhaps the biggest opportunity is the study on the **A503** which runs along **Camden Road**, through **Nags Head** and along **Seven Sisters Road** to Finsbury Park. Because many of the roads are very wide, there is room to put in new cycle lanes.

A major barrier is the existence of the Nags Head gyratory system – ICAG has long believed this should be removed in order to restore two-way traffic and improve access. We will also be pressing for much improved cycle parking in the Nags Head area, as well as lower traffic speeds and junction improvements.

Meanwhile a similar study will take place on the **A501** which covers **Pentonville Road** and **City Road**. This is an opportunity to once again remind Transport for London and Islington Council of their failure to improve the critical City Road junction with Colebrooke Row.

Finally there will be study on the '**Regent's Canal by-pass**', an existing cycle route which links the two canal towpaths that are separated by the Angel tunnel. A major problem here is the policy of Islington Council, which has been to gradually restrict cycle access through the Angel town centre area.

If you cycle along any of these roads and would like to see changes, please get in touch with the ICAG Co-

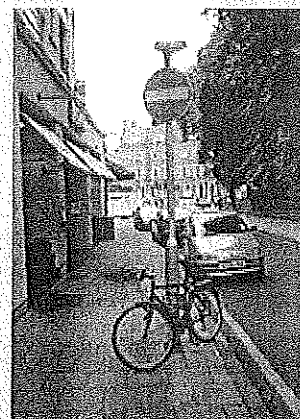
ordinator as soon as possible and make your views known.

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Fox breaks promise on Islington Green



Our picture shows the north side of Islington Green – previously a two way street, but now without legal access for cyclists in one direction.

Back in February this year, ICAG and CTC reps met with Islington's sustainability chief Councillor Bridget Fox and senior managers from the Council's Street Management Division. We were promised that full cycle access across the north end of the Green would be maintained. As the picture shows, that promise has been broken.

This is just the latest in a long list of schemes where cycle access has been removed or restricted in Islington – often in defiance of guidelines from the Department for Transport and Transport for London. Yet Councillor Fox continues to boast that Islington is a cycle-friendly borough.

Huge interest in cycling at canal festival



Picture: Dean Leigh

ICAG's stall at Angel Canal Festival on 4 September (above) attracted huge interest, with many enquiries from people interested in taking up cycling. Hundreds of cycle maps, leaflets and LCC advice booklets were given out.

We also had a presence at the annual Gillespie Park Festival in Highbury a week later – our 'bike doctors' carried out many repairs while our information and advice stall was busy.

Thanks to the all the ICAG volunteers who gave their time to help out at these events.

Olympic bid is chance for better facilities

London Cycling Campaign has set up a special working group on the 2012 Olympics following London's successful bid for the games.

The working group's aim is to ensure both that the venues are fully accessible to cyclists, and that cycle-friendly infrastructure is left behind afterwards. With London's transport infrastructure overloaded, the games are a great opportunity to encourage sustainable modes of travel.

Although there are no venues in Islington, the borough will be affected due to its proximity to key sites in central London, the Lea Valley and Docklands.

Please get in touch with the ICAG Co-ordinator if you would like to be involved in the work of the LCC group, or if you have views about what LCC should be campaigning for as the 2012 games approach.

Council cuts funding for anti-theft measures....

Islington may have the highest level of bike theft in London, but it seems the Council is not interested in tackling the problem.

Despite a strong plea from ICAG (as reported in the last *Islington Cyclist*), the Council has declined to ask the Mayor of London to fund an anti-theft campaign.

In previous budget bids, the Council won £11,000 of funding, although transport officers actually failed to spend £8,000 of this in 2004-05!

Now the anti-theft budget line has disappeared altogether from Islington's transport spending plan.

.... and fails again on cycle training

ICAG also asked Islington Council to submit a much stronger bid on cycle training – we asked Islington to bid to the Mayor for £150,000 a year. This followed Hackney Council's successful bid for £168,000 last year.

We also pointed out that the Mayor has agreed an extra £55,000 of funds for cycle training for every borough, over and above existing provision.

Amazingly, Islington spending bid is seeking just £50,000 – in other words, Islington Council is not even bothering to take up all the additional allocation it is entitled to from the Mayor.

The result of this incompetence is that the vast majority of school children in the borough of Islington will continue to go without cycle training.

If you share ICAG's concern about the Council's poor performance on training and bike theft, please get in touch with the Executive member responsible, Councillor Bridget Fox.

C: Bridget Fox

T: 020 7527 3043

E: bridget.fox@islington.gov.uk

Little Green Ride Dates

Description: Easy-paced rides of around 30 miles

Dates: every Sunday fortnight

Start: 10.10 a.m. **Finish:** 5-6 p.m.

Place: Finsbury Park overland station

Contact: Sue

Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)

Dates: Wed 26 Oct, Wed 23 Nov

Time: 7 – 9.30 p.m.

Cost: £1 (50p unwaged) per session towards costs

Contact: Adrian Williams

Telephone: 07810 211 902

ICAG monthly meeting

If you've something to say about cycling in Islington, or just want to listen, come along to the ICAG monthly meeting.

Place: Islington Town Hall

Dates: Wed 12 Oct, Wed 9 Nov

Time: 7.30-9.30 p.m.

Contact: Andrew Cornwell

Telephone: 020 7359 6680

Agenda items for meetings should reach Andrew Cornwell by the Saturday before the meeting.

ICAG Email Group

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Please send any articles and images to:

E: dean.leigh@btconnect.com

Many thanks to all contributors to this newsletter.
Dean Leigh, (Editor)

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ISLINGTON CYCLIST

The newsletter of the Islington Cyclists' Action Group



ICAG is the Islington group of the London Cycling Campaign

Issue 53

August / September 2005

Bike Week events attract record numbers



Bike Week 2005 in Islington was a great success, with numbers attending at three out of four of events up significantly on last year.

Highlight of the week was the annual Cyclists' Breakfast, where 140 cycle commuters stopped off to enjoy coffee, tea and cakes.

We were joined by no less than three local politicians – Mayor of Islington Councillor Jonathan Dearth, who took his turn to serve breakfasts, MP for Islington South Emily Thornberry, and Executive Councillor George Allan. All arrived on their bikes.

With three workshop stands in operation and four 'bike doctors' on call, our Dr Bike event at the N1 Shopping Centre was able to cope with record numbers. 50 bikes were checked or repaired, and nearly 1,000 maps, leaflets and booklets were given out at the information stall.

The Biodiversity Bike Ride, run as a partnership between ICAG and the Islington Ecology Centre, saw a 20 per cent increase in numbers. Our second family ride to Bikefest in Trafalgar Square was also popular.

ICAG thanks Islington Council, the N1 Shopping Centre, and our many volunteer helpers for their time and support.

ICAG slams Council's ten year transport plan

ICAG has issued a highly critical response to Islington Council's draft *Sustainable Transport Strategy* which sets out a ten year plan running through to 2016.

Despite election commitments by Islington's ruling Liberal Democrats to fully implement the LCC's *Cycling Manifesto for London*, the draft Council strategy fails to deliver on seven out of the ten manifesto topics.

In particular, the commitments on cycle training and cycle parking are very weak. No budget is allocated to combat cycle theft, even though more bikes are stolen in the borough than anywhere else in London.

The ICAG response also highlights the Council's failure to re-allocate road space to pedestrians and cyclists, and its lack of commitment to develop routes along waterways and 'green corridors'.

Amazingly, the draft strategy suggests that the Council will not use enforcement powers to prevent parking in cycle lanes.

The Islington strategy has to be approved by Mayor Ken Livingstone. Because of the weakness of the Islington plan, the ICAG July meeting took a decision to approach the Mayor and ask for his veto if the cycling parts are not improved.

If you have not yet seen a copy of the ICAG response to the Council, please contact the Co-ordinator.

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Islington MP takes chair

Emily Thornberry, the new MP for Islington South, has got off to a flying start at Westminster by becoming chair of the All-Party Parliamentary Cycling Group.

Thornberry, a regular cycle commuter, takes over from Jane Griffiths MP as chair of the group, which has 90 members from both the Commons and Lords. This makes it one of the largest all-party groups in parliament.

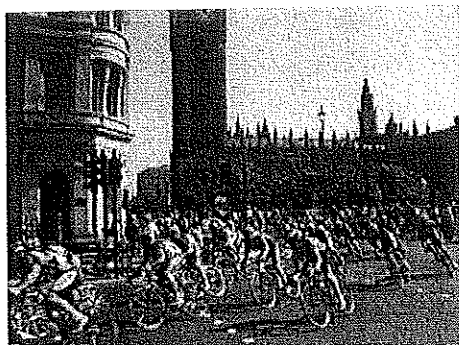
LCC Director to visit Islington



London Cycling Campaign's Director Simon Brammer will attend ICAG's September meeting to speak about LCC's plans for the future. There will also be a question and answer session so that members can give their views on what LCC's priorities should be. Simon is keen to get feedback from borough groups around London, so please try to get along.

The meeting takes place on Wednesday 14 September at Islington Town Hall, from 7.30pm to 9.30pm. As with every ICAG monthly meeting, there will be drinks afterwards at Bierodrome opposite the Town Hall.

Tour of Britain returns to Westminster



Picture: David Love

Top-class professional racing returns to London on Sunday 4 September as the final stage of the Tour of Britain is held on the streets of Westminster. The riders will complete 45 laps of a course taking in Parliament Square, Whitehall and Embankment.

Once again ICAG is organising a ride to the event. Depart at 2pm for the short trip to Trafalgar Square, with a return journey about 5pm.

Is this the narrowest cycle lane in Islington?



The picture above was taken during ICAG's first Cycle Audit Day held in June. Taken in St John Street EC1, it shows a freshly implemented 'cycle lane' measuring just 62 cm wide.

Not only is this a strong contender for the narrowest lane ever recorded in the borough, it also scores highly in the contest for the biggest waste of council taxpayers' money.

The St John Street 'improvements' were among a dozen traffic schemes visited by ICAG auditors Doug Angus, Alison Dines and Andrew Cornwell. The audit report will be available to members shortly and it will also be sent to Transport for London and Islington Councillors.

Massive investment needed on cycle parking

Islington Council's plans to remove large quantities of 'street clutter' pose a threat to cycling, ICAG has said.

With few cycle stands compared to other boroughs, most cyclists use signposts and railings to park their bikes. The Council's 'A1 Borough' plan could wipe out thousands of parking opportunities.

Massive investment will be needed to compensate – ICAG is calling on the Council to spend £125,000 a year for the next four years on new cycle parking. This is a fivefold increase on the current level. It is also equivalent to putting in one new cycle stand every working day.

Money also needs to be spent on providing secure parking facilities and on continuing theft awareness campaigns – £20,000 every year is our proposal.

In the 2004-05 financial year, Islington failed to spend £8,000 allocated for these purposes.

Warning on latest congestion charge plan

Mayor Ken Livingstone's proposal to extend the Congestion Charge zone westwards is supported by ICAG – but the latest version of the scheme has a sting in the tail.

The Mayor is now proposing to cut half an hour off the evening charging times, bringing forward the end of charging to 6pm from 6.30pm.

ICAG's response to consultation on the extension has warned that this may have a negative impact on cycling by bringing more cars onto the streets during the evening rush hour.

This would undo some of the positive benefits of the Congestion Charge, which has contributed to London's record growth in cycle trips.

The western extension of the charging zone to Kensington & Chelsea and the remainder of Westminster has now been delayed until 2007.

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Dates: every Sunday fortnight

Start: 10.10 a.m. **Finish:** 5-6 p.m.

Place: Finsbury Park overland station

Contact: Sue

Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)

Dates: Wed 28 Sept, Wed 26 October

Time: 7 – 9.30 p.m.

Cost: £1 (50p unwaged) per session towards costs

Contact: Adrian Williams

Telephone: 07810 211 902

ICAG monthly meeting

If you've something to say about cycling in Islington, or just want to listen, come along to the ICAG monthly meeting.

Place: Islington Town Hall

Dates: Wed 10 August, Wed 14 Sept

Time: 7.30-9.30 p.m.

Contact: Andrew Cornwell

Telephone: 020 7359 6680

Agenda items for meetings should reach Andrew Cornwell by the Saturday before the meeting.

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Issue 52

June / July 2005

New Islington MP is LCC member



A narrow victory in the Islington South and Finsbury constituency for Labour candidate Emily Thornberry means that both Islington's Members of Parliament are now regular cyclists.

LCC member Thornberry won by just 484 votes from Liberal Democrat Councillor Bridget Fox. Meanwhile Jeremy Corbyn, perhaps the most prominent cyclist in the House of Commons, was comfortably re-elected as MP for Islington North.

Both Corbyn and Thornberry have endorsed the LCC's *Cycling Manifesto for London* as well as the national cycling manifesto prepared by CTC and others. ICAG will be looking for early action from both of them as the government struggles to deliver improvements for cyclists.

Other endorsements for the cycling manifestos during the election campaign came from Green Party candidates Jon Nott and James Humphreys. For the Conservatives, Nicola Talbot and Melanie McLean endorsed parts of the manifestos, as (belatedly) did Liberal Democrat Councillor Laura Willoughby.

The only candidate not to respond to ICAG's election letter was Liberal Democrat Bridget Fox – the Executive Councillor responsible for transport and the environment in Islington.

Review helps get cycling message across

As reported in the last *Islington Cyclist*, relations between ICAG and Islington Council remain tricky – especially when it comes to traffic schemes that aren't cycle-friendly.

However, a review of recent schemes is now underway. This led to a tour of problem sites in April, with ICAG representatives Chris Ashby and Andrew Cornwell being joined by the Council's Head of Engineering Mehmet Mazhar.

Among the changes ICAG is requesting are the removal of barriers from recently blocked cycle routes, the removal of dangerous echelon (diagonal) parking, and the use of double yellow lines to defend cycle lanes and other facilities.

A jointly-agreed programme of action is now being finalised. ICAG will then consider resuming our regular liaison meetings with traffic engineers.

Full Bike Week programme unveiled

Once again ICAG is planning a full programme for national Bike Week, which runs from 11 to 19 June.

With two family rides, a cyclists' breakfast for commuters, and a Dr Bike service, there is something for all cyclists. Hundreds more events are planned across London and around the country; these can be viewed on the LCC and Bike Week websites.

If you are able to volunteer to help at any of these events, please contact the ICAG Secretary Alison Dines.

C: Alison Dines

T: 020 7226 7012

E: alisondines@clara.co.uk

Islington Bike Week 2005

Saturday 11 June

ICAG's 'Dr Bike' service offering free maintenance and safety checks, plus cycling information stall.
N1 Shopping Centre, between Liverpool Road and Upper Street.
12 noon to 5 pm.

Sunday 12 June

Ride to Bikefest in Trafalgar Square, depart from Islington Town Hall, 2 pm.
Escorted ride, suitable for all ages.

Tuesday 14 June

Islington Cyclists' Breakfast – free refreshments and snacks for everyone commuting on a bike, plus cycling information stall.

Junction of City Road, Goswell Road and Colebrooke Row. 7.30 - 9.30 am.

Saturday 18 June

Biodiversity Bike Ride, visiting Islington's hidden green spaces, accompanied by expert guides from Islington Ecology Centre. Escorted ride suitable for all ages.

Depart from the Ecology Centre, off Drayton Park N5, 3 pm.

Sunday 19 June

'Imagine Islington' – Islington Council events on a 'green' theme in the Islington Green and Chapel Market areas. Includes Dr Bike, an interactive cycling game, and a cycling film.
11 am to 5 pm.

For more information about Bike Week events, please visit:

<http://www.lcc.org.uk>

<http://www.bikeweek.org.uk>

ICAG action keeps route open for cyclists



Threats to block a popular cycle route at Kingsbury Road in the Mildmay area have been lifted following ICAG intervention.

Islington Council had planned to install barriers to prevent cars and motorcycles crossing the bridge at Kingsbury Road outside the gates of a local school. These would have restricted cycle access on an LCN+ route. However following a joint site visit by ICAG reps and Council engineers, cycle access will now be maintained as part of a temporary scheme to prevent illegal car movements across the bridge.

A longer term scheme will be needed at this location, so if you cycle through the area, please make your views known to the ICAG Co-ordinator:

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Critical Mass rides

There was a huge turnout for the 11th anniversary of Critical Mass in April – including record numbers on the ICAG feeder ride from Islington.

With hundreds of riders on the road, and a police escort clearing the traffic, the monthly Critical Mass rides are a unique way to travel around central London and a great way for us all to raise the profile of cycling. Why not join us on a future ride?

Next rides: Friday 24 June, Friday 29 July, Friday 26 August

Time and place: Depart from outside Islington Town Hall, Upper Street N1, at 6.15pm sharp.

A201 study calls for major improvements

A draft report from Transport for London is proposing major changes along the A201 corridor from Kings Cross to Blackfriars Bridge.

In the Islington section, which covers Kings Cross Road and Farringdon Road, TfL has recognised the route is currently unpleasant for cyclists. Potential improvements include:

- A new cycle lane for southbound riders along Penton Rise
- Remodelling of the Margery Street / Lloyd Baker Street five ways junction
- New cycle lanes and Advanced Stop Lines on the approaches to the Rosebery Avenue junction
- A review of parking and loading facilities along the route with a view to reducing them if possible.

ICAG together with Camden Cycling Campaign has been involved in the report's production as part of the CRISP study process. We will be submitting more feedback to TfL before the final version is published.

One issue we will be highlighting is lack of cycle parking along this route.

If you have any views about other possible improvements on the A201, please get in touch.

ICAG funding success

ICAG has successfully bid for funding from the Islington Community Futures fund, run by Groundwork Camden & Islington. The £700 grant will be used to fund ICAG information stalls and leaflets at summer festivals in Islington, including Bike Week, the Angel Canal Festival and the Gillespie Park festival.

Meanwhile Islington Council is providing £1,000 towards the cost of Bike Week events, which will be mainly spent on publicity materials.

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Start: 10.10 a.m. **Finish:** 5-6 p.m.

Place: Finsbury Park overland station

Contact: Sue

Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)

Dates: Wed 22 June, Wed 27 July

Time: 7 – 9.30 p.m.

Cost: £1 (50p unwaged) per session towards costs

Contact: Adrian Williams

Telephone: 07810 211 902

ICAG monthly meeting

If you've something to say about cycling in Islington, or just want to listen, come along to the ICAG monthly meeting.

Place: Islington Town Hall

Dates: Wed 8 June, Wed 13 July

Time: 7.30-9.30 p.m.

Contact: Andrew Cornwell

Telephone: 020 7359 6680

Agenda Items for meetings should reach Andrew Cornwell by the Saturday before the meeting.

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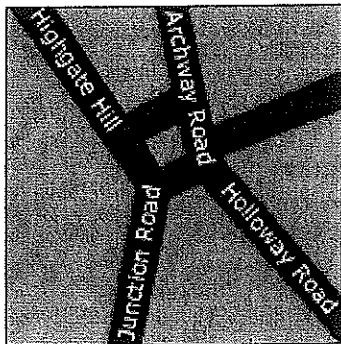
**London
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Issue 51

April / May 2005

Cyclists call for urgent changes at Archway



ICAG has called on Islington Council and Transport for London to make major improvements at the Archway without delay. In particular, the dangerous gyratory system needs to be replaced with a road layout that is friendlier to cyclists and pedestrians.

The new ICAG policy, adopted at last month's AGM, calls for replacement of the present system, using alternative plans drawn up by the Islington Society and the Highgate Society as a basis. This would involve closing one arm of the roundabout.

Other key demands for Archway made by the meeting include:

- provision of secure bike parking at Archway station, along the lines used at Walthamstow and Finsbury Park stations;
- all new housing and business developments to have adequate cycle parking in accordance with London Cycling Campaign standards;
- a northbound cycle lane to be created on Highgate Hill;
- pedestrian improvements.

Islington Council is due to start public consultation on a Planning Brief for the Archway area soon, but ICAG is worried that transport improvements

may be postponed for years while the fate of buildings such as the Archway Tower is decided.

For more information, or to make your views known, contact:

C: Keith Macfarlane

T: 020 7272 9522

E: keithmac@unisonfree.net

Crisis meeting leads to cycle schemes review

Islington Council's failure to deliver positive changes for cyclists has led to ICAG deciding to boycott regular liaison meetings with traffic engineers.

Instead, representatives of ICAG and national cycling organisation CTC called for an urgent meeting with senior Councillors to discuss a long list of problems. The meeting with Executive Councillors Bridget Fox and George Allan, as well as senior Islington transport managers, has now led to some positive results.

Councillor Fox confirmed that it is Council policy to maintain cycle access at all locations – this has been a particular concern with roads being blocked in several cases last year.

The Council's Head of Engineering, Mehmet Mazhar, will work with ICAG on a review of recent traffic schemes, so that remedial measures can be carried out where past works have been unfriendly to cyclists.

Islington has pledged to improve its performance on cycle training and will look at starting adult training in the next financial year.

The Council has also admitted it can do better on cycle theft and will try to recover £8,000 of funding it failed to spend last year. £3,000 will be spent immediately on publicity measures.

ICAG raises cycling profile as election nears

As the General Election approaches, ICAG has written to all candidates in the two Islington constituencies asking them to support cycling and sustainable transport measures.

All political parties are being asked to endorse the 10-point *Cycling Manifesto for London*, drawn up by the LCC. Backing is also requested for the *Cyclists' Manifesto* prepared by CTC, the national organisation.

This calls for more funding for cycle training and promotion, removal of VAT from bicycles and cycling services, better traffic laws and policing, and a duty on local councils to deliver 'quality cycle networks'.

All Islington candidates have also been offered the chance to meet with ICAG's Management Committee to explain what they would do personally for cycling if elected to the House of Commons.

NEW MANAGEMENT COMMITTEE

At our Annual General Meeting on 9 March, ICAG members elected our first management committee. Members of the committee are:

Co-ordinator: Andrew Cornwell

Treasurer: Anja Beinroth

Secretary: Alison Dines

Members: John Ackers, Chris Ashby, Dean Leigh, Gavin Sexton

If you would like a copy of ICAG's Annual Report for 2004, which was presented at the AGM, contact:

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

MP pledges to work for cyclists



Islington North MP Jeremy Corbyn has promised to continue to work to assist cyclists. Jeremy was guest speaker at ICAG's Annual General Meeting in March, where he took part in a long question and answer session with around 20 members.

The MP, one of the few cyclists in the House of Commons, told the meeting that parental and teacher attitudes to cycling needed to be changed, and more training provided. He was critical of the cycle route network, particularly of lanes that ended at junctions. An example was the dangerous lane on Blackfriars Bridge that needed to be removed. He also called on employers to provide better changing and storage facilities, and for councils to do more on cycle parking.

In answer to ICAG members' questions, Jeremy has agreed:

- to consider tabling a parliamentary motion on bike lighting, to ensure new bikes must be sold with lights;
- to investigate the precise legal position with the London Local Authorities Bill, which could give councils the power to remove bikes chained to railings and street furniture;
- to take up the issue of the National Cycling Strategy Board, which has been wound up without a replacement body or budget being created.

Critical Mass feeder rides

Next rides: Friday 29 April, Friday 27 May, Friday 24 June. Depart from outside Islington Town Hall, Upper Street N1, at 6.15pm sharp.

Better cycle training – have your say

Islington Council's poor record on cycle training will come under scrutiny on 14 April when the subject is raised at the high-level Transport Liaison Group (TLG) meeting. The TLG brings together Council and Transport for London managers with transport stakeholders including bus and tube companies, emergency services, pedestrian, cyclist and motorcyclist organisations.

ICAG will give a short presentation setting out best practice from other boroughs that Islington could follow. This will include adult cycle training, confidence building rides and bike buddy schemes – none of which are offered in Islington at the moment. A major improvement in school-based training is also needed. ICAG has been unable to obtain figures for the numbers of pupils trained, but is it believed to be less than 100 a year.

Our campaign on cycle training is being run jointly with Islington Living Streets, the pedestrians body.

If you have views on current cycle training provision in Islington, or if you can suggest ways in which it can be improved, please get in touch as soon as possible.

C: John Ackers

T: 020 7690 7263

E: john.ackers@mail.com

Islington to get first cycling strategy

Islington Council has confirmed it will produce a dedicated cycling action plan, following an ICAG request.

The action plan will form part of the Council's Local Implementation Plan for transport, being drawn up to satisfy the Mayor of London.

Transport Planning Manager (and cyclist) Eric Manners will visit ICAG's monthly meeting on Wednesday 11 May to explain more about the plan and take questions from members.

Little Green Ride Dates

Description: Easy-paced rides of around 30 miles

Dates: Sun 3 April, Sun 17 April, Sun 1 May, Sun 15 May, Sun 29 May

Start: 10.10 a.m. **Finish:** 5-6 p.m.

Place: Finsbury Park overland station

Contact: Sue

Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)

Dates: Wed 27 April, Wed 25 May

Time: 7 – 9.30 p.m.

Cost: £1 (50p unwaged) per session towards costs

Contact: Adrian Williams

Telephone: 07810 211 902

ICAG monthly meeting

If you've something to say about cycling in Islington, or just want to listen, come along to the ICAG monthly meeting.

Place: Islington Town Hall

Dates: Wed 13 April, Wed 11 May

Time: 7.30-9.30 p.m.

Contact: Andrew Cornwell

Telephone: 020 7359 6680

Agenda items for meetings should reach Andrew Cornwell by the Saturday before the meeting.

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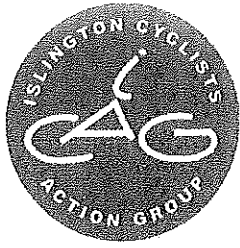
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Please send any articles and images to:

E: dean.leigh@btconnect.com

Many thanks to all contributors to this newsletter.
Dean Leigh (Editor)

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ISLINGTON CYCLIST

The newsletter of the Islington Cyclists' Action Group



London
Cycling
Campaign

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London Cycling Campaign

Issue 50

February/March 2005

Council backs down on Colebrooke Row



Months of pressure from ICAG has led Islington Council to withdraw its controversial plans for a two-way cycle track at the busy Colebrooke Row – City Road junction.

ICAG, together with Hackney LCC, had warned the proposed design would increase risks to cyclists.

Instead works will now take place to move the existing small island in Colebrooke Row forward to the City Road junction. A new pedestrian crossing over City Road – backed by ICAG – will help to reduce conflicts between cyclists and pedestrian and improve road safety.

The result is not ideal – Islington Council has stated that it will not accept our alternative proposal to close this end of Colebrooke Row to all but pedestrians and cyclists.

ICAG will be keeping up the pressure for a long-term solution covering the entire Colebrooke – City Road – Goswell Road – Owen Street cycle crossing. The crossing is already the busiest cycle facility in the borough of Islington and usage is expected to grow further as cycling becomes more popular.

Works at the City Road junction are expected to last until the end of February.

Met chief intervenes on Islington cycle crime

An ICAG member managed to speak directly to the Commissioner of the Metropolitan Police, Sir John Stevens, on a Radio London phone-in just before Christmas.

The issue of attacks on cyclists in some parts of Islington was raised and Sir John was asked to deploy more police patrols in these 'hotspot' areas.

There has been a quick response from Islington Police and it is now likely that there will be a specific focus on attacks against cyclists as part of a broader campaign against street robbery.

It is vital that attacks and intimidation are reported to the police to help them deploy their resources effectively. ICAG will be developing an online reporting system to assist this.

New constitution in place, elections follow

ICAG's first constitution was adopted unanimously at our January meeting.

The aim of the document is not to create more bureaucracy, but to give us the chance to apply for new funding – most grant-makers require a written constitution.

The new arrangements will also help to promote more accountable decision-making.

Our first Annual General Meeting will be held on 9 March, when a new seven person Management Committee will be elected, responsible to the membership.

Details of the AGM are given in the next column.

At the same time ICAG has agreed a new Equal Opportunities policy, in line with other LCC borough groups.

Copies of both the Constitution and Equal Opportunities policy are available from the Co-ordinator, see box below for contact details.

Annual General Meeting

What:

ICAG invites all members to our first Annual General Meeting.

When and where:

Wednesday 9 March, 7.30pm, at Islington Town Hall, Upper Street N1.

Agenda:

1. To receive Annual Report.
2. To receive Annual Accounts.
3. Election of new Management Committee, comprising:
 - Co-ordinator (Chair)
 - Treasurer
 - Secretary
 - Four other members
4. Any other business.

Guest speaker:

Jeremy Corbyn MP (Islington North), one of the keenest cyclists in parliament, will speak on national cycling and transport policy.

Drinks and snacks will be served!

For more information please contact:

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Make your views known on Archway

Plans to redevelop Archway are now gearing up. ICAG is seeking to draw up a list of possible improvements for cyclists, so that we can influence Islington Council and Transport for London's plans. Your views about what could be done to improve the area for cyclists are wanted.

We are also looking for volunteers to work with local community groups campaigning on the redevelopment issue. ICAG members who live in the area and can help, please contact:

C: Keith Macfarlane

T: 020 7272 9522

E: keithmac@unisonfree.net

ICAG backs congestion charge rise

Congestion charging in central London has helped to bring about a record increase in numbers of cyclists. On this basis ICAG has decided to support London Mayor Ken Livingstone's proposed increase in the charge from £5 to £8 a day.

Last year ICAG gave it's backing to the extension of the charging zone to large parts of Westminster and Kensington and Chelsea.

New monthly ride

If you have never experienced the famous Critical Mass cycle ride, now is the time to do so. Throughout 2005 ICAG will be organising feeder rides to Critical Mass, departing from Islington to the main start at the South Bank Centre under Waterloo Bridge.

With hundreds of riders on the road, and a police escort clearing the traffic, the monthly Critical Mass rides are a unique way to travel around central London and a great way for us all to raise the profile of cycling.

Next rides: Friday 25 February, Friday 25 March, Friday 29 April.

Time and place: Depart from outside Islington Town Hall, Upper Street N1, at 6.15pm sharp.

Working to improve cycle routes

No less than five major feasibility studies will be carried out on Islington cycle routes in the next few months.

The studies, known as CRISPs, are designed to allow stakeholders such as ICAG to input into plans for route improvements. The first two are:

- Route 8 from Southgate Road to Farringdon Road via Ecclesbourne Rd, Colebrooke Row and Amwell Street.
- Seven Stations Route from St John Street to Bath Street, and including Bunhill Row.

Further CRISP studies will cover the Hungerford Road to Crouch Hill cycle route, and Route 7 running from Finsbury Park to St John Street via Drayton Park and Barnsbury.

Your views as a local cyclist are important – please make any comments about improvements you would like to see as soon as possible.

C: John Ackers

T: 020 7690 7263

E: john.ackers@mail.com

Wilmington / Margery study gets results

Plans by Islington Council to place railings across the Seven Stations cycle route at Wilmington Square (off Rosebery Avenue) have been dropped following an ICAG campaign.

A video study was carried out at the site after an ICAG request, showing that cyclists using the Square outnumbered motorbikes by three to one. The aim of the railings was to prevent motorbike access – but they would also have forced cyclists to dismount.

The Council will now consult with residents on an alternative solution involving bollards. Signs to ban motorbikes are also proposed.

Thanks to all members who wrote to Councillor Bridget Fox on this issue.

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Dates: every Sunday fortnight
Start: 10.10 a.m. **Finish:** 5-6 p.m.
Place: Finsbury Park overland station
Contact: Sue
Telephone: 020 7729 5409

Cycle Workshop Dates

Place: Sunnyside Ecology Gardens corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise)
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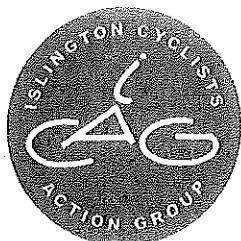
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Issue 49

December 2004/January 2005

Cyclists unite to fight Colebrooke Row plans



ICAG is continuing to oppose Islington Council's controversial plans for the Colebrooke Row / City Road junction, probably the most heavily used cycle facility in the borough.

In late October the Council warned it would press ahead with a scheme to install a two-way cycle track in Colebrooke Row, a new pedestrian crossing and changes to the central island between City Road and Goswell Road. While ICAG has welcomed the pedestrian crossing, we are concerned that the proposed cycle track is so poorly designed that it will increase risks to cyclists. Already there has been one death at this location.

Only a direct appeal by ICAG to Council Leader Steve Hitchens managed to postpone the start of works, and as this newsletter went to press a further meeting with Council engineers was due to take place.

We have had coverage of our opposition to the scheme in the Islington Gazette, Islington Tribune and High & I. The latter headlined its report 'Safety plan is actually more dangerous - cyclists despair over busy junction'. Our alternative proposal, to close the City Road end of Colebrooke Row to motor vehicles because of the high numbers of cyclists using the route, has been backed by Hackney LCC and by CTC, the national cycling organisation.

Council renews 'gates' threat

The latest in a series of measures to restrict bike access in the Borough of Islington now seems likely to go ahead in Wilmington Square, off Rosebery Avenue.

The Council's Traffic and Transportation Department is planning to place two sets of railings across each of two existing cycle cut-throughs in a bid to stop motorbikes using the square.

ICAG has condemned the scheme as unacceptable on a London Cycle Network route, and has also warned that it will breach the Disability Discrimination Act final stage, fully in force since October.

While ICAG opposition has managed to delay this scheme for nine months, our only hope now is a change of mind on the part of Executive Councillor Bridget Fox.

Please email her directly, or telephone her office to register your objections:

C: Bridget Fox

T: 020 7527 3043

E: bridget.fox@islington.gov.uk

Bike Week 2005 plans underway

Former ICAG Co-ordinator Alison Dines is chairing our working group making plans for next year's National Bike Week. This is scheduled for 11-19 June 2005. If you would like to get involved in preparing our programme of local events please contact Alison:

C: Alison Dines

T: 020 7226 7012

E: alisondines@clara.co.uk

ICAG Xmas Ride

What:

ICAG invites all members and friends to our Xmas Ride and Drinks.

When:

Sunday 12 December 2004.

Where from:

Islington Town Hall,
Upper Street N1.

The ride will depart at 4pm.

Where to:

Trafalgar Square.

To enjoy some carol singing.

Returning to:

The Albion pub,
Thornhill Road,
Barnsbury N1.

To enjoy drinks and food from 6pm.

Seasonal fancy dress welcome!

For more information please contact:

C: Jonathan Edwards

T: 020 7704 1884

E: jonathanthebike@yahoo.co.uk

For those who can't make it, may we extend seasonal greetings to all ICAG members and fellow cyclists.

A special thank you to everyone who has taken part in promoting cycling in Islington during 2004 from organisers and campaigners, meeting members and representatives, to people that have taken part in rides, debates and discussions, on and offline.

Dean Leigh - Editor

Bike theft soars in Islington

Latest figures from the Metropolitan Police show that Islington is now the worst affected borough in London for cycle theft.

In 2003 1,896 bikes were reported stolen – nearly double the figure for 2002.

While part of the increase is due to greater numbers of bikes on the roads, there have also been reports of organised gangs of thieves operating in the Angel area.

As previously mentioned in Islington Cyclist another hotspot for theft is outside Highbury Pool.

For more information about how to keep you bike safe from thieves, visit the LCC website where you can download a copy of the booklet 'Bicycle security – lock it or lose it!'

W: <http://www.lcc.org.uk>

Labour consults cyclists on parking

Islington Labour Party has asked for ICAG's input into their review of parking policies in the borough – a source of huge controversy in the local press.

In reply, the last members' meeting re-affirmed our policy of backing controlled parking zones throughout the borough – and keeping these as small as possible to discourage people from using their cars for short journeys which could be made by cycling or walking.

We have also asked Labour to back a huge expansion of on-street cycle stands, in line with the recent growth in cycling.

More public cycle parking needs to be 'secure', as with the scheme at Walthamstow Station and the plans for Finsbury Park station. And more residential cycle parking needs to be provided, as lack of home storage space for bikes is a problem for many people.

New constitution as ICAG grows

Last month's members' meeting discussed the need for ICAG to adopt a written constitution, in line with other borough groups of the London Cycling Campaign. In particular, if we are to attract funding from grant-makers, a constitution is needed.

Our draft document sets out the objectives of ICAG and contains provision for the election of a Management Committee and the holding of an Annual General Meeting.

We are also about to put in place our first equal opportunities policy, again in line with the policy of LCC as a whole. A discussion on both the equal opportunities policy and the proposed constitution will take place at the next members' meeting on Wednesday 8 December (Islington Town Hall, 7.30pm).

If any ICAG member would like a copy of either draft document, please contact the Co-ordinator

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Let's be careful out there

Since the last Islington Cyclist there have been a few attacks on cyclists on cycle routes running through Islington, although there does not seem to be a pattern as in the past.

The police advice to cyclists is:

1. Ride with others when you can.
2. If you see a group of likely lads change course if you can.
3. Do not try to tackle attackers for the sake of personal possessions.
4. If you are a witness to, or a victim of, an attack call 999 immediately.

These incidents are rare and often opportunist so no need to worry, just be alert and aware.

Little Green Ride Dates

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Start: 10.10 a.m. **Finish:** 5-6 p.m.

Place: Finsbury Park overland station

Contact: Sue

Telephone: 020 7729 5409

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Issue 48

October/November 2004

ICAG members join Tour of Britain final stage



A group of ICAG members (above) enjoyed a great day out at the Tour of Britain finish in Whitehall on Sunday 5 September.

The final stage of the Tour saw top class road racing return to London for the first time in several years. World class riders competing included Britain's triple Olympic gold medallist Bradley Wiggins.

Ninety riders raced for 45 laps around a one mile circuit covering Whitehall, Embankment, Northumberland Avenue, and Parliament Square. Thousands of spectators lined the route, many of whom had travelled to the race by bike.

It is hoped the Tour of Britain – and the ICAG ride to it – will now become regular fixtures on London's streets.

ICAG membership hits new high

The number of London Cycling Campaign members in Islington (all automatically members of ICAG) rose to 663 in August. This makes ICAG the third largest LCC borough group in London, behind Hackney with just over 800 members and Lambeth with 720. If you know someone who cycles and would like to join, why not suggest they visit the LCC website where they can sign up online at:

W: <http://www.lcc.org.uk>

Council moves to tackle bike theft

Islington Council has secured funding of £11,000 for a pilot scheme to put in secure cycle parking.

The Council is also planning a theft awareness campaign, in partnership with ICAG. We have suggested that Angel town centre, Highbury Corner or the Nags Head might be suitable places for the new secure parking.

Youths armed with boltcutters

Meanwhile one ICAG member has taken direct action.

He spotted a group of youths armed with boltcutters eyeing up the bike stands outside Highbury Pool. Noticing the boltcutters were unattended for a moment, he calmly walked up and removed them. When the youths asked for the boltcutters back, he replied that they could collect them from Hornsey Road police station!

New project aims to curb attacks on cyclists

ICAG has welcomed a new initiative led by environmental charity Groundwork to tackle anti-social behaviour against cyclists.

The pilot project is running this autumn in trouble spots either side of Essex Road where youths have often attacked or verbally abused cyclists.

Activities

A programme of activities led by youth workers will include bicycle skills training, bike maintenance sessions.

There will also be trips around London to try out different kinds of bikes such as mountain bikes and recumbents.

Promoting the heritage of cycling and the different uses of bikes – for recreation, sport and transport – are important parts of the project.

Greater links

Speaking at ICAG's September meeting, project co-ordinator Phil Pyatt said Groundwork was taking a 'sideways' approach to the problem.

"Through diversionary tactics we can educate young people in the positives of cycling. There is no quick fix to anti-social behaviour.

However, you can take steps to building up greater links between cyclists and the local community.

Using this personalisation you can target people's perceptions and help them to see cyclists differently."

Can you help this project?

Building closer relationships between young people and cyclists is vital to this initiative.

Groundwork and ICAG are looking for members to get involved as follows:

- People to help the heritage side of the project.
- People to be involved in Dr Bike and provide the necessary bike maintenance skills.
- People (women are definitely needed) to form a steering group to take forward youth involvement within Islington.

If you can offer your time or skills to this important project, please contact:

C: Phil Pyatt at Groundwork

T: 020 7239 1396

E: Phil.Pyatt@groundwork.org.uk

Re-shaping Islington's streets

It has been a busy time for engineering issues, with consultation documents arriving from Islington Council on an almost daily basis. In the last couple of months ICAG has commented on Safer Routes to School schemes, controlled parking reviews, lorry bans, changes to cycle cut-throughs and traffic calming.

Colebrooke Row plans rejected

We are still locked in battle with the Council over the important cycle facility at Colebrooke Row-City Road. The Council's latest plans for Colebrooke Row were rejected by ICAG in August, as they were basically little different from the previous inadequate scheme. We did, though, welcome the proposal for a new pedestrian crossing, which could help reduce cyclist-pedestrian conflict.

The views of ICAG members who cycle around Islington are vital in helping us respond effectively to such consultations. Thanks to all those who have commented recently, but we need more input. The best way to keep up to date with changes is to subscribe to our email list where details of new traffic and cycle schemes are posted. To join the ICAG Email Group send an email to:

E: icag-subscribe@yahoogroups.com

Home Service for Bikes

Home Service for Bikes reaches the parts bike shops don't, either because you can't get there, or they can't book you in for a while. I meet you at a convenient time and place and can repair punctures, replace spokes, change brake blocks and cables, service and lube, install accessories etc.

I try to respond within 24 hours covering all of Islington and Hackney or up to 5 miles from Essex Road. I charge just £5 for a call out, and £10 an hour once it's agreed what I do. Contact:

C: Jonathan Edwards

T: 020 7704 1884

M: 07946 261165

Alastair's expedition

Lacking inspiration in the traffic-clogged streets of London? Then come to October's ICAG meeting and hear Islington cyclist Alastair Fallon present the story of his epic South American cycle ride. The 5200km solo ride through Chile was just one of his several expeditions...

The meeting is at 7.30pm on Wednesday 13 October at Islington Town Hall, Upper Street. There is bike parking outside, and refreshments will be served – a good chance to get together with other ICAG members if you have not been to a meeting for a while.

Essex Road safety crisis

A tragic incident at the end of August has once again focused attention on the dangers of cycling in Essex Road. Hülya Türkmen, an Islington resident who cycles every day to work in Hackney, was in collision with a lorry at the junction of Essex Road and Balls Pond Road, and suffered severe injuries.

At the request of Hülya's work colleagues, Islington and Hackney cyclists held a short demonstration at the junction. We were joined by many members of the Turkish community showing their solidarity with Hülya. A banner was unfurled in the centre of the road stating "No more accidents – more bike lanes".

Later that evening the monthly Critical Mass ride, comprising over 250 cyclists from all around London, rode through Upper Street and Essex Road to occupy the junction.

ICAG has formally requested a review of the safety of the junction, where there have also been incidents involving pedestrians and motorists. The roads are under the control of Islington Council, and we hope to make detailed proposals for cycle improvements to them. If you have suggestions for safety improvements in the Essex Road and Balls Pond Road area, please contact:

C: Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

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Issue 47

August/September 2004

Bike Week success raises cycling profile

Hundreds of Islington cyclists joined in a series of successful Bike Week events in June. With five events mounted by ICAG, this was the biggest Bike Week celebration locally for several years.

Ride to Bikefest



Cyclists of all ages joined ICAG's Bike Week ride from Islington Town Hall to Trafalgar Square, where they visited the Bikefest event organised by Transport for London.

Commuter challenge

Islington Council also got involved, organising a 'Commuter Challenge' to highlight the benefits of cycling to work. Cyclists took the first three places in the 'race' from Finsbury Park to Finsbury Square, ahead of car, tube, train and bus travellers.



ICAG member Tom Bogdanowicz (seen above centre at the end of the annual MPs bike ride), described as a 'grandfather on a folding bike'

received the winning prize from Councillor George Allan.

Cool down

We also repeated last year's popular 'Cool Down' event, organised jointly with our colleagues in Hackney LCC.

The number of people stopping on their way home from work at the entrance to Clissold Park to enjoy fruit cocktails, snacks and massage was up about 10 per cent on 2003.

Bike breakfast



Over 100 cyclists stopped for a free breakfast at our traditional City Road location, enjoying coffees, tea and cakes.

Hundreds more passing cycle commuters helped themselves to free cycle guides and maps.

Dr Bike

A prime location in the N1 Shopping Centre saw record custom for 'Dr Bike' – over 35 people were given maintenance checks and repairs in a five-hour period. There was huge interest in our leaflet stall from shoppers.

Our thanks to all ICAG volunteers for their help, and to Islington Council for their financial support for local Bike Week events.

For more reports about Bike Week, and for advance information about next year's events, visit:

W: <http://www.bikeweek.org.uk>

Making progress at Highbury Corner

Our lobbying of Islington Council over the lack of cycle facilities at Highbury Corner is starting to pay off.

The Council has now committed to making improvements for cyclists as part of the new long-term plans for redeveloping the area.

Following ICAG criticism of the lack of access for northbound cyclists into Highbury Fields from the roundabout, the Council has agreed to investigate putting in a contraflow cycle lane outside Barclays Bank.

A bid for funding for this scheme will go to Transport for London (TfL) for the next financial year.

We have also had positive feedback from TfL and from the Highbury Fields Association, which represents local residents.

Other good news is that Islington will look at improving cycle access into Corsica Street.

The Council has also agreed to seek secure bike parking within the redeveloped Highbury & Islington station.

The next stage is now a review of the roundabout at Highbury Corner by TfL. ICAG would like to hear members' views – should the gyratory system be replaced by a crossroads, for example? Or could improvements be made for cyclists while keeping present road layout?

Please contact the ICAG Co-ordinator, Andrew Cornwell, with your views:

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Cycling in Islington – have your say

Once again all London boroughs are being rated on their performance when it comes to delivering cycling improvements.

The English Regional Cycling Development Team is seeking comments about Islington Council, which will then go to the National Cycling Strategy Board.

Last year's report painted a picture which some local cyclists felt was far too rosy – partly this was because the authors didn't ask us for our views.

ICAG would like to hear your opinions about how well Islington Council is doing.

In particular, are there cycle schemes that could have been implemented better?

Are Islington's transport policies really cycle-friendly?

Should more be done to provide cycle training?

By providing direct comparisons between councils, this kind of performance review can really make a difference in focusing the minds of councillors and council officers on cycling.

So please send your comments as soon as possible to Alison Dines:

T: 020 7226 7012

E: alisondines@clara.co.uk

Bike parking – new locations wanted

Is there somewhere in Islington where you would like to see new cycle stands installed? The Council has an ongoing programme of putting in new parking facilities and has asked ICAG for details of locations. Please contact Andrew Cornwell:

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Council bids for £1.2 million for cycling

Islington Council is asking Transport for London nearly £1.2 million for new cycle facilities for the next financial year 2004-05.

According to the Borough Spending Plan, £400,000 is for local route improvements, mainly ones put forward by ICAG.

Another £703,000 is being requested for London-wide LCN+ routes running through the borough. Islington is also seeking £65,000 to continue cycle training programmes and to put in new cycle parking.

ICAG's annual negotiations with the Council over the Borough Spending Plan are still tricky.

We were refused the chance to see the Plan before it went to press, even though the Council claims to be consulting closely with us when developing it. And for the second year running, the Council has managed to spell our name wrongly throughout the document!

ICAG website back online

After a long time without a dedicated website ICAG is now back online, thanks to the efforts of the London Cycling Campaigns volunteer webteam members.

You can visit the ICAG website by going to the London Cycling Campaign website at:

W: <http://www.lcc.org.uk>

At the top of the homepage there is a drop-down menu titled "To Borough Groups". Select "Islington" from this menu and you will be taken directly to our site.

The ICAG site can be added to your bookmarks from that page.

Any technical problems or suggestions please email:

E: webteam@lcc.org.uk

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Issue 46

June/July 2004

Commuting Challenge puts cycling in spotlight

Islington will play host to a full programme of cycling events as part of Bike Week, which runs from 12 to 20 June this year.

The highest profile media event will be a 'Commuting Challenge' organised by Islington Council in partnership with ICAG. Departing from Finsbury Park during the rush-hour, commuters will compete to reach Finsbury Square in the City using various modes of transport including bicycle, bus and car. It will be interesting to see whether the bike is still fastest in the age of congestion charging. The Challenge takes place on Monday 14 June. Other events organised by ICAG are:

Dr Bike

Saturday 12 June. A chance to get any mechanical problems checked out by our maintenance experts – at the N1 Shopping Centre, between Upper Street and Liverpool Road, from 12 noon to 5 pm.

Ride to Bikefest in the Square

Sunday 13 June. We will ride together to this major cycling festival to be held in Trafalgar Square. Fully escorted ride suitable for all ages. Depart from Islington Town Hall, Upper Street, at 2 pm for a 30-45 minute ride.

Cyclists' Breakfast

Wednesday 16 June. Our annual breakfast takes place as usual at the junction of City Road, Goswell Road and Colebrooke Row. Food and hot and cold refreshments available for all passing cyclists from 7.30 am to 9.30 am.

For updates on Bike Week events, and to see details of events across London, visit the LCC website:

W: <http://www.lcc.org.uk>

Assembly candidates unite to back cycling manifesto

Cyclists in Islington have welcomed all-party backing for two-wheeled travel as the London Assembly election campaign heats up. Candidates for the North East London constituency from the four main parties have put aside their differences to endorse LCC's 'Cycling Manifesto for London'.

ICAG contacted the candidates to ask them to sign up to the ten point plan – which includes providing safe cycle parking in every Islington school within two years, a standard speed limit of 20mph for residential streets and a programme to reallocate road space to cycling and walking.

Islington Councillor Terry Stacy (Liberal Democrat) and Jon Nott from the Greens both gave their full backing to the manifesto.

They were joined by Jennette Arnold on behalf of the Labour Party.

Conservative candidate Andrew Boff also offered his support for better cycling facilities, endorsing eight of the ten points in the LCC manifesto.

Voting for the London Assembly takes place on 10 June, together with elections for the Mayor of London and the European Parliament.

If you would like a copy of the candidates' full responses to ICAG's questionnaire, please contact Andrew Cornwell:

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Highbury Corner lack of access 'unacceptable' says ICAG

Major changes could be on the way at Highbury Corner according to Islington Council which consulted ICAG last month on redevelopment plans. Potentially these include removing the present roundabout and rebuilding Highbury & Islington station.

In reply we told the Council that our top priority was improving northbound access into Highbury Fields. At the moment it is legally impossible to cycle north from Highbury Corner – a situation described by ICAG as 'unacceptable' on a heavily used cycle route.

'This could easily, and cheaply, be rectified by the provision of a contraflow cycle lane, using space created by removing the current clutter of street furniture outside Barclays Bank, much of which is redundant,' says the ICAG response.

We are also asking for:

- Full access for cyclists in both directions between Corsica Street and St Paul's Road.
- Safe, segregated cycle access through any newly created junction.
- Secure cycle parking at the redeveloped Highbury & Islington station.

The full text of our response is available from the ICAG Co-ordinator:

T: 020 7359 6680

E: andrew.cornwell@virgin.net

New funding bid takes radical approach

ICAG has asked Islington to back several new facilities when the Council bids for funding for cycle schemes in the 2005-06 financial year.

Following consultation with members, our Co-ordinator and Treasurer met with the Council in mid-May to present our proposals for the annual Borough Spending Plan.

Our submission calls for the many proposals that were not funded by Transport for London last year to be considered again – these are local cycle improvements across the borough identified by ICAG members in 2003.

We are also asking for five new schemes to be funded:

1. Northbound access to Highbury Fields at Highbury Corner via a contraflow cycle lane.
2. A new cycle track in the north part of St John Street between Owen Street and Skinner Street.
3. Improvements in Packington Street and Packington Square to help develop the route to the City via Shepherdess Walk and Bunhill Row.
4. A feasibility study on cycle access through the Islington Canal Tunnel either by boat or using a 'floating towpath'.
5. A residential on-street cycle parking scheme using re-allocated car parking space, as a pilot project.

Many thanks to all members who contributed to the development of our proposals on the e list and at our April and May meetings.

To join the ICAG e list and keep up with new cycle scheme developments in Islington send an email to:

E: icag-subscribe@yahoogroups.com

The good, the bad and the ugly...

Since the last newsletter, Islington Council engineers have been busy...but not always to the liking of cyclists!

Good

On the positive side, the Council did agree our modifications to their original proposals for changes to the chicanes in Marlborough Road, N19.

These are now being implemented, and should result in a safe facility that cyclists will actually use.

Bad

Meanwhile at City Road, the Council has so far declined to accept our argument in favour of closing the Colebrooke Row exit to vehicles.

Instead, without any warning, a set of temporary plastic barriers has appeared, causing consternation to the hundreds of cyclists who use the junction.

We have protested to the Councillor responsible, Keith Sharp:

E: keith.sharp@islington.gov.uk

Ugly

After many months working constructively with traffic engineers on the Barnsbury-Hackney cycle route, we were dismayed that the Council suddenly decided to block this with metal barriers at Richmond Grove, just behind the Town Hall.

Again, there was no consultation with ICAG.

The idea is to prevent motorcyclists using this shared cycle and pedestrian path – but several members have reported that motorbikes continue to pass through the barriers, while cyclists and pedestrians are inconvenienced.

We have written to Councillor Bridget Fox to complain:

E: bridget.fox@islington.gov.uk

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Issue 45

April/May 2004

Police offer free security marking

With cycle theft still a major problem in Islington, local police are offering free security marking for 1,000 bikes.

The Alpha Dot scheme is available through four Islington cycle shops:

Mosquito Bikes, 123 Essex Road

S&S Cycles, 29 Chapel Market

Cycle Surgery, 70 Holloway Road

Holloway Cycles, 302 Holloway Road

According to the police, stolen bikes are often recovered, but they can have difficulty establishing ownership. This means either that the rightful owners cannot be traced, or that not enough evidence is available to return bikes to their owners. In some cases, lack of evidence has allowed thieves to retain stolen bikes even when owners have tracked them down and alerted police.

The Alpha Dot system solves these problems by marking each bicycle with a unique 8 digit code contained in hundreds of microdots. Police officers on patrol are being issued with Alpha Dot readers.

Marking takes only a few minutes. Cycle shop staff will mark your bike with tiny microdots and then complete a registration form, which will be filed at Islington Police Station. Cyclists should bring some form of ID with them. The kits include deterrent stickers warning that cycles have been marked and registered.

ICAG urges members to take advantage of this free scheme – if it is successful, the police may offer more funding in future years.

New coordinator steps in

At last month's members' meeting Andrew Cornwell took over as ICAG's new coordinator.

Many thanks to Alison Dines, who worked very hard to fill this role for three years, and to Keith Macfarlane who has been acting coordinator since the end of last year. Contact Andrew at:

T: 020 7359 6680

E: andrew.cornwell@virgin.net

The first four

LCC and London Cyclists' Trust are publishing twelve information booklets, the first four are out now.

The titles are:

Transporting Your Bicycle

Cycling with children

What to do if you are involved in a collision

Bicycle Security – lock it or lose it!

Interested? Pick up copies from the North Library, Manor Gardens

T: 020 7527 7840

Also downloadable from the Guidance section at:

W: <http://www.lcc.org.uk>

Seven Stations Route funding confirmed

Islington Council will get £315,000 from Transport for London to continue work on the Seven Stations route in 2004-05.

Currently, the segregated track has reached the junction of St John Street and Skinner Street, and the route will now be developed east towards Bunhill Row and the Old Street area.

ICAG has already presented some detailed comments on the latest plans to the Council and we will continue to lobby to make sure cyclists' needs are properly taken into account.

Regular updates on the project will also be posted on our email list.

To subscribe, send an email to:

E: icag-subscribe@yahoo.groups.com

ICAG backs congestion charge extension

The March meeting also decided to support the extension of the Congestion Charging Zone westwards into the rest of Westminster and to Kensington & Chelsea.

It was pointed out that the Congestion Charge had helped to increase numbers cycling, reduce pollution and relieve congestion. Safety was also improved with overall cycle casualties down.

ICAG's support for extending the charge is conditional on Transport for London putting in more of the features that accompanied the introduction of the original charging area – new bus lanes, traffic calming, road closures and of course major improvements to cycle routes.

For a copy of our response to the Mayor's consultation, contact Andrew Cornwell

T: 020 7359 6680

E: andrew.cornwell@virgin.net

Help wanted for cycle workshops

After many years running ICAG's monthly cycle maintenance workshops, Gavin Killip is moving to Oxford to take up a new job. ICAG thanks Gavin for all his hard work.

The workshops will continue, but we are now looking for volunteers with a basic knowledge of maintenance and repairs to help continue this essential service to local cyclists. Adrian Williams, who has been working with Gavin, will be on hand to guide newcomers. If you can help out please contact Adrian at:

T: 07810 211 902

E: ARWilliams@postmaster.co.uk

A genuine offer from the Met....

Eddie Stevens, a policeman based at Islington Police Station, has offered to do some training for ICAG members – a sort of 'cycling proficiency plus'. He would hope to offer a half-day course with a mixture of hints and tips at a base (a school playground or a council hard surfaced football pitch) and then continued out on the road.

3 out of 12 ICAG members at the last meeting were interested – any others? It would be a weekend morning or afternoon and probably not until well into the spring/summer.

Please contact Keith Macfarlane at:

T: 020 7272 9522.

E: keithmac@unisonfree.net

Cyclists say no to motorbikes

ICAG's March members' meeting discussed the controversial plans to allow motorcycles to travel in bus lanes. Transport for London has been carrying out some experimental schemes that allow this, but no final decision has been taken. Members voted unanimously against allowing motorcycles to use bus lanes, and by a clear majority against allowing them to use Advanced Stop Lines.

City Road crossing latest



Council plans for the crucial Colebrooke Row/City Road junction have been revised following ICAG's earlier concerns.

The Council is proposing a short segregated track in Colebrooke Row, as well as measures to stop vehicles making an illegal left turn from City Road into the path of oncoming cyclists.

However, we are still not entirely happy with the proposals.

Due to the sheer numbers of cyclists using the junction at peak hours, there is a danger that northbound cyclists may be pushed into the path of southbound traffic exiting Colebrooke Row.

Conditions are equally poor for pedestrians, with inadequate footpath space and on the Colebrooke Row side no crossing indicator.

Would it better to close Colebrooke Row to traffic altogether?

The latest plans for this and other schemes throughout Islington can be seen on the Council's website at

W: <http://www.islington.gov.uk>

From the home page click on:

Environment & Conservation >

Traffic & Transportation >

Cycle Schemes.

If you have any comments on Colebrooke Row, or would like more information, contact Andrew Cornwell on:

T: 020 7359 6680

E: andrew.cornwell@virgin.net

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Issue 42

October/November 2003

Police meet ICAG

Inspector Bruce Martin, who is responsible for suppression of "street robbery" in Islington, attended the October ICAG monthly meeting.

Inspector Bruce Martin runs a team of 28 officers, he has at his disposal 6 officers trained and equipped for cycle patrol.

The purpose of his attendance was twofold:

1. To bring us up to date on their fight against street crime.
2. To listen to our concerns and respond with advice.

1. The fight against street crime

Q. What have they done so far?

A. These 6 officers were deployed during the summer around the Upper Street area and were extremely effective against "street robbery".

The same officers were also deployed in some of the estates that are known for "street robbery", the result there was not so successful.

Apparently as soon as the estate gangs became aware that these cyclists were police they came under attack themselves.

A decisive incident was when scooter riders actually rode straight at them putting the officers in a risk situation beyond that which is considered acceptable by police health and safety guidelines. The officers were removed from estate patrol.

This may be reinstated when there are enough officers to send 4 instead of 2 at a time into estates on cycles. There are still cycle officers patrolling main roads 2 or 3 days per week.

Some of the known scooter thieves were targeted during the summer by home visits and where possible action was taken. Unfortunately many of the perpetrators are below the legal age for various types of prosecution.

Q. What are they currently doing?

A. Various methods have been tried to tackle scooter attacks, some more successful than others. Last year we heard of an operation using lightweight motorcycles, which was quite successful, however the department actually had to hire these bikes and could only continue until the money allocated to the project was gone. Due to incidents where litigation has taken place where chased scooter riders have been injured it is now policy not to pursue scooter thieves.

Techniques that have proved effective are where particular individuals and families have been identified as a main source of this crime the local authority can get involved. The worst offenders can be banned from certain areas and in the worst cases if living in authority housing can be evicted. Inspector Martin stated that he had personally visited the homes of many of the worst perpetrators and in some cases had the desired effect.

Where there are cases of gangs of kids attacking cyclists or throwing missiles all the police can do is send a car, the kids scarper, but return as soon as they have gone.

Q. What will they do in the future?

A. Currently the cycles used are £1200 each and were paid for by the council; the kit required is £500, comes out of kit fund and is not standard issue. This means that the numbers of officers able to patrol on cycles is limited, however many are keen to do so and Inspector Martin and his colleagues have been actively seeking ways to move forward with cycle patrols. The old cycle training

course was a 1-day course, however a new course copied from a visit to a USA police cycle team is a 4-day course. It is difficult to take officers out of action to do this course but the next generation of officers at Hendon will be able to.

2. Concerns and advice

Q. The question that was asked in various ways is what exactly should cyclists do as victims of attacks, robbery or attempts at either.

A. Inspector Martin advised us that if we are the victims of an attack and there is a strong chance that the perpetrators could be caught by immediate police action, that we should ring 999.

If this is not feasible then the incident should be reported to the police at the earliest opportunity either by ringing the Islington Police Station on:

T: 020 7704 1212

W: <http://www.met.police.uk/>

It is the Community Contact Officer for the area in which the incident took place that needs to know so that the information can be used to build up a picture of what is happening in the area.

Other advice is what should be common sense.

- Try and ride in pairs at night
- Avoid known hot spots
- Do not keep valuables in detachable panniers

Summary

The police are low on resources and have to make difficult decisions.

"Attacks and robberies on cyclists" are recorded as "attacks" and "robberies".

We thank Inspector Martin for his attendance and advice.

Meeting with Council Engineers

Members of ICAG meet regularly (usually every 6-8 weeks) with several of the engineers who are responsible for the cycling schemes around the borough & as a result of this we've been able to have a greater input into their plans. Some of these plans are now on the council website & we welcome your feedback on them. (They are in pdf format so you need Adobe Acrobat reader which I think is available from the website). Go to www.islington.gov.uk & then click on Environment & Conservation on the left, then Traffic & Transportation & then Cycle Schemes. In the North Section is a plan to improve the chicanes for cyclists in Marlborough & Hatchard Roads; in the South Section are proposals for crossing Cannonbury Road to/from Braes Street & in the West Section is a plan for crossing Upper Street to/from Barnsbury Road.

If you have any comments on these plans and/or you'd like to get involved in our meetings with the council please contact Alison Dines
T: 020 7503 9536
E: alisondines@clara.co.uk

Islington Council Staff Travel Survey and Green Travel Plan

In May 2003, Islington Council carried out a survey to determine staff travel habits. 912 of the approximately 6000 staff completed the survey, which was mainly distributed via the Council's intranet.

Nearly 59% of staff indicated that they normally use public transport as their main form of travel to and from work, and another 13.1% normally walk, while only 16.3% said they drive to and from work. In terms of cycling, 7.6% said they cycle to and from work as their main mode, and 12.9% of staff said that they cycle at least part of the way to or from work on a regular basis (traveling the majority of the distance by another mode).

While the overall results of the survey are quite positive, it seems there is good scope to increase the proportion of staff that cycle to work by improving end-of-trip facilities in Council buildings and increasing promotion of

cycling. The Council is also expanding its bicycle pool to promote cycle use for business trips. The Council's new Green Travel Plan, published and launched in September, includes a number of related measures to be implemented during 2004 and 2005.

The full results of the survey are included in the Council's new Green Travel Plan, which can be downloaded from:
<http://www.islington.gov.uk/greentravel>
The focus of the plan is the 66 actions to promote greener modes of travel for staff commute trips, business trips and visitor trips.

Eric Manners
Islington Council's Green Travel Officer
Tel 020 7527 2771, Email
eric.manners@islington.gov.uk

Are speed humps a good idea?

The transport committee is gauging Londoners' views on whether speed humps should be built or removed. Witnesses will be questioned on 11 December and a report will be published in February 2004.

In parts of the three boroughs I represent road humps have become a real hot potato. My postbag is full of concerns from south Islington residents in particular, although a lot of this stems from the chaos caused by the badly managed implementation. I have already raised with the Mayor concerns about how Transport for London money has been spent in Islington. There seems to be no logic to which type of road hump goes where – including over freshly painted cycle routes. Any residents who want to contribute to the committee's work can send comments to me and I will raise them with TfL and the committee as appropriate.

Meg Hillier (Greater London Assembly member representing London North East – includes Islington) writes a Monthly Report, this is from October's edition.

T: 020 7983 4369/4400/4412
F: 020 7983 5564
E: meghillier@london.gov.uk

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Issue 41

August/September 2003

Car Free Day 22nd September 2003. How will Islington participate? The choice is yours.

For Car Free Day this year the London Borough of Islington has support from TFL, including £10,000, to organise something on either:

Sunday 21st September

A small-scale road-closure in a fairly public place near shops and suchlike.

Sunday appears to be TFL's preferred day, as it won't involve disruptions to weekday commuter traffic.

Or

Monday 22nd September

A small-scale road-closure near a school, university or community centre.

Monday is of course the official European Car Free Day, so it would be nice to go with that if possible.

TFL have stated that they would not consider closing any major "red route" roads on the Monday, and possibly not on the Sunday either.

Since LBI will not be closing off the entire borough centre to car traffic, they're not sure that there is any major benefit to having the event on a weekday, as traffic will always be able to get around the small road closure.

So, it will be basically a promotional event, rather than a mass-modal-shift exercise.

It could be that the weekend is a better time for this, as more people will be able to visit the temporarily pedestrianised area to see what roads

could be like once they are freed from the car and returned to the people.

The following are locations that have been suggested so far

Cross Street (Sunday)

Northampton Square (Monday)

Beresford Rd (Monday)

Conewood St (Monday)

Engelfield Rd (Monday)

Amwell St (either)

Finsbury Square (either)

What do you think? Which day and what type of event would you prefer? Do you like any of these possible locations? Are there other locations that could be closed on either day, or what kinds of events and activities should be held in the car-free space? Please contact

C: Eric Manners (Green Travel Officer)

T: 020 7527 2771

E: eric.manners@islington.gov.uk

New Police Chief Superintendent In Islington

ICAG has written to Islington's new police commander Barry Norman to make sure he's aware of the various attacks on cyclists that have happened around the borough. A new street crime unit has been set up & we need to ensure that tackling these incidents is high on their agenda.

Beresford Road and Petherton Road junction roundabout - N5

The council safety scheme team is looking at altering the roundabout at this junction & has proposed doing away with the cycle lane that currently runs round the outside of the roundabout. Instead the proposal is to widen the central island to make vehicles slow down so they use the roundabout rather than shooting straight across as they tend to at the moment. This suggestion was supported at the recent ICAG meeting with the proposal that traffic calming & cycle symbols on the roads should also be included. If you have any comments please contact

C: Alison Dines

T: 020 7503 9536

E: alisondines@clara.co.uk

Bike Week Success!

Many thanks to everyone who helped ICAG in June with another successful Bike Week.

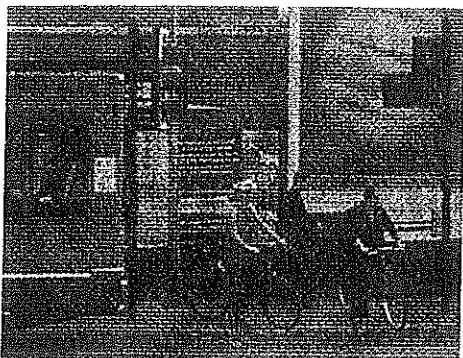
Several rides explored various sites of Islington, our breakfast was blessed with great weather and our collaborative evening venture with Hackney was most enjoyable, despite a brief downpour!

We recruited some new members to LCC and even new faces to our meeting!

This year we had some welcome financial support from the borough, which included advertisements for our events in the local press.

All in all a great success!

Owen Street crossing review.



It's been a year now since the final touches were made to possibly the most heavily used junction for cyclists in the borough. A junction already heavily used by motor vehicles and increasingly used by pedestrians. Shown above being blocked by a parked bus, with the cyclists being forced to use the pedestrian crossing, yes ...it's the Owen Street crossing.

After a successful campaign by ICAG this important section cycle route was saved from possible demise. Both Islington council and the developers of the land between Goswell Road and St. John Street kept a small cut through open for both pedestrians and cyclists.

Apart from being internationally famous for its annual bicycle breakfast event what's the big deal, we won didn't we? Well yes, we won the battle to keep the route open, but can it be improved.

Here are a few questions:

Section between Goswell Road and St. John Street

1. Do cyclists really need the shared pavement, the pedestrians that were forced to "go around" no longer do and there is definitely conflict.
2. Could cyclist use the small private road instead, and be in a better position to cross to the central area, perhaps with a yellow grid to deter light jumping motorists.

Section between Goswell Road and City Road (Central area)

1. Could the pavement be lowered to clearly define what is cycle route and

what is pavement, and stop collisions at the blind corner?

2. Will the LBI finally make an effort to determine ownership of the central area so that improvements can be made, perhaps cycle parking.

Section between Central area and Colebrook Row

1. Are we happy with the timing of the traffic lights; they seem to strongly favour the motorists and don't tell pedestrian when to cross.

2. The facilities for pedestrians to cross here are poor often causing confusion and potential accidents with cyclists.

What do you think? ICAG would like to hear from you. Please email your views to the ICAG egroup for further discussion at:

E: icag@yahoogroups.com

To subscribe see ICAG Email list in the column opposite.

(or post views to the newsletter editor)

LCN+ Priority Strategic Route NE5

8 local cyclists meet on 12th July to ride this route, which the council will be working on this year. It was a very useful exercise & we'll be discussing our comments with borough traffic engineers later in the month. The route from west on Camden border of York Way is: Brewery Rd, R down Caledonian Rd, L into Offord Rd, R into Thornhill Rd, L into Bewdley St & Islington Park St & Canonbury Lane around Canonbury Sq in Canonbury Pl, R into Willowbridge Rd, L in Arran Walk, R into Ashby Grove & across Essex Rd into Elmore St, L into Cleveland Rd & R in Northchurch Rd into Hackney.

If this is a route to you use regularly & you have some comments on it please let me know. Alison Dines Tel: 020 7503 9536 or alisondines@clara.co.uk

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For more details, contact Sue (7729 5409).

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Issue 40

June/July 2003

Bike Week 2003 - 14th to 22nd June

Bike Week 2003

Bike Week, incorporating Bike2Work, is focussed on promoting local events and rides; some rides are to raise funds for charity. Most Bike Week events are free to enter and open to ALL cyclists.

On this page see some of the Islington events or check:

<http://www.bikeweek.org.uk>

Or

<http://www.lcc.org.uk/news/events2.asp>

Bikes, Bugs, Birds and Other Wildlife

Date: 14-June

Time: 1pm

Place: Islington Ecology Centre Veranda, north end of Drayton Park, N5

Bring picnic lunch and hear about Gillespie Park, Islington's premier nature reserve. Then ride north to Parkland Walk and finish in the hidden Barnsbury Wood. A leisurely 6 mile ride, suitable for families.

Contact: Chris Ashby

T: 020 7609 5093

E: icag_lcc@yahoo.co.uk

Ride to BikeFest & Camden Green Fair

Date: 15-June

Time: 11.40am

Place: Islington Town Hall, Upper Street, N1.

Meet ICAG, the Islington branch of LCC for a ride to the BikeFest & Camden Green Fair.

Contact: Alison Dines

T: 020 7503 9536

E: icag_lcc@yahoo.co.uk

Cycle Commuting Cocktails

Date 17-June

Time: 5.30pm till 8.00pm

Place: Junction of Collins Road and Green Lanes, N5 (SW corner of Clissold Park)

Meet fellow cyclists for fruit cocktails, snacks, music and good company to wind down after work

Contact: Marian

T: 0795 0285344

E: [7923 7053
tanimar@hotmail.com](mailto:79237053@tanimar@hotmail.com)

Cyclists' Breakfast

Date: 18-June

Time: 7.30am till 9.30am

Event description: Free tea, coffee and bagels and a bike check.

Meeting place: Junction of Colebrook Row and City Road/Goswell Road, N1

Contact: Alison Dines

T: 020 7503 9536

E: icag_lcc@yahoo.co.uk

Eccentricycle Islington

Date: 22-June

Time: 12 noon

Place: Sadlers Wells Theatre, Rosebery Avenue, N1.

Event description: Tour the off-beat, unknown and un-noticed in and around Islington. Not more than 20 miles or so. Stops for refreshments and/or bring your own picnic. Suitable for families but not solo children.

Contact: Jonathan Edwards

T: 020 7704 1884

E: icag_lcc@yahoo.co.uk

ICAG Working with Islington Council

From: Alison Dines

Do you find yourself getting frustrated by what the council hasn't done around the borough for cyclists?

Why does the road from Islington Green into Essex Road say "No entry" instead of "No entry - except cyclists"?

Why is the new traffic calming along Madras Place so cycle-unfriendly?

What can be done to stop cars parking on the cycle lane which emerges from under the railway bridge on Hornsey Road?

These were just a few of the issues raised when some ICAG members met with council officers recently.

If you'd like to get involved with our liaison with the council or do a site visit with them on new schemes that are being proposed, please get in touch with:

C: Alison Dines

T: 020 7503 9536

E: alisondines@clara.co.uk

Sunnyside Gardens Festival

The Sunnyside festival will be on Sunday July 27th. It will be held at Sunnyside Gardens, Hazellville Road, N19 and in Elthorne Park.

As usual ICAG will be having a stall and Dr Bike at this fun family event, we hope to see you there!

For more information call:

T: 020 7272 3522

The National Health B.U.G!

From Kevin Bond

Following in the footsteps of other London Trusts, staff at three of Camden and Islington's NHS Trusts have set up a Bicycle Users Group.

The group has already held two meetings and already has over 40 people on its mail list.

The group will be promoting cycling as a way of getting to work and using bikes at work. They also plan to campaign for more cycle friendly policies within the Trusts.

They will also be working towards further improving facilities for staff who cycle to work, providing help and advice with route planning and safety. The group hopes to soon affiliate with LCC.

The group has been asked to act as consultants for a new Green transport policy being developed for the new gate Wing development.

With Bike Week quickly approaching, the BUG has decided to plan a publicity/promotional event at the St Pancras Hospital site. This is in its planning stage at the moment but will act as an official launch for the group.

If anyone is interested in helping with this event, would like to know more about the group, or would like to offer help and advice to this new initiative, please contact either:

C: Kevin Bond

T: 020 7281 7842

E: Kevin.Bond@candi.nhs.uk

C: Simon Ward

T: 020 7445 8438

E: Simon.Ward@candi.nhs.uk

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April/May 2003

Groundwork Cycle Recycle Project

From Julian Jacobs

Cycle-Recycle was organised by the regeneration charity Groundwork in Islington to help young people from a disadvantaged neighbourhood learn about bike safety and maintenance.

The project gave the participants a chance to learn new skills as well as raising awareness of sustainable transport.

16 young people from the Almorah Youth Centre in Islington (mainly 10-14 year olds) participated in 5 sessions during half-term week in February 2003.

Groundwork's Team Manager Steve Thomas said: "Cycle-Recycle gives young people a chance to build their very own bike, it's educational and helps raise awareness of greener transport methods and it's also great fun".

Funding came from the London Cycling Campaign, the Islington Community Environmental Scheme and the Environmental Action Fund.

For more details from Groundwork Camden & Islington contact:

Julian Jacobs (Marketing Manager)

T: 020 7239 1283

General Enquiries

T: 020 7278 1514

W: <http://www.groundwork.org.uk/camden-islington>

London City Car Club operated by Smart Moves Ltd

From Robin Latimer

Smart Moves Ltd. operates pay-as-you-drive city car clubs.

The largest car club operator in Britain, it has been appointed to set up and operate London City Car Clubs in 7 London Boroughs, including Islington.

Smart Moves is currently planning where the first cars in Islington will be located and expects to have a car available in Islington in early 2003.

One possible site might be near the Manor Gardens Centre, but suggestions for alternative sites would be welcome.

For more information about Smart Moves Ltd contact:

Dan Taylor

T: 0870 7652922

E: dan@smartmoves.co.uk

or

Robin Latimer

T: 020 7281 1779

E: rlatimer@fish.co.uk

Or visit Smart Moves website:

W: <http://www.smartmoves.co.uk>

Liaison with Islington Council

From Alison Dines

Thank you to all those who contributed to our discussions with Pip Howson

Pip has been working for the council for the last six months on cycling schemes.

Although Pip's contract has now ended, her presence has reactivated our somewhat moribund channels of communication with the council.

We will be continuing the regular monthly meetings with other members of the transport team.

Animal Aid and Advice Dog Show

*Sunday 1st June 12-5pm
Highbury Fields*

Along with other environmental and animal welfare groups ICAG will be having a stall at this local event so please support it if you can.

Further details from:

Doreen Rolph

T: 020 7607 1723

The Regenerating Mildmay Transport Committee (RMTC)

From Lis Dale

Regenerating Mildmay is a community led partnership working to improve the Mildmay ward in social and economic terms.

They hold open forum meetings on a bimonthly basis for residents to voice their concerns and identify ways to implement change in the area.

Recently it was decided to set up a theme group specifically to address transport issues in the ward so RMTC was formed by local people in order to shape the transport policy for local Mildmay users.

For further details please contact

Lis Dale (Mildmay Regeneration Officer)

T: 020 7241 4345

E: regenera@regeneratingmildmay.org.uk

Bike Week 14th - 22nd June

From Alison Dines

Just to wet your appetite, the following events are being planned locally:-

Eccentricycle Islington - a tour of the off-beat, unknown and un-noticed in and around Islington

A feeder ride to Bikefest & Camden Green Fair in St James Gardens, Drummond St NW1

A cycle ride to some of the borough's green spaces

And as ever, our cyclists' breakfast at the Colebrook Row junction with City Road.

Full details in the next newsletter.

For more information or if you'd like to get involved contact:

Alison Dines

T: 020 7503 9536

E: alisondines@clara.co.uk

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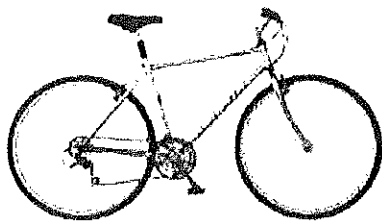
Many thanks to all contributors.
Dean Leigh

Mosquito Bikes to loan test bikes

Know someone who's thinking of cycling but wants a trial go before buying a bike?

Mosquito Bikes at 123 Essex Road, N1 is running a scheme so people can try a decent commuter bike for a week before committing to buy it.

Purchase a hybrid Marin Larkspur (gents or ladies model) and then trial one for a week.



If you decide against it you get your money back and if you like it you take possession of a new one.

For more details contact Mosquito on 7226 8841/8765.



Islington Cyclist

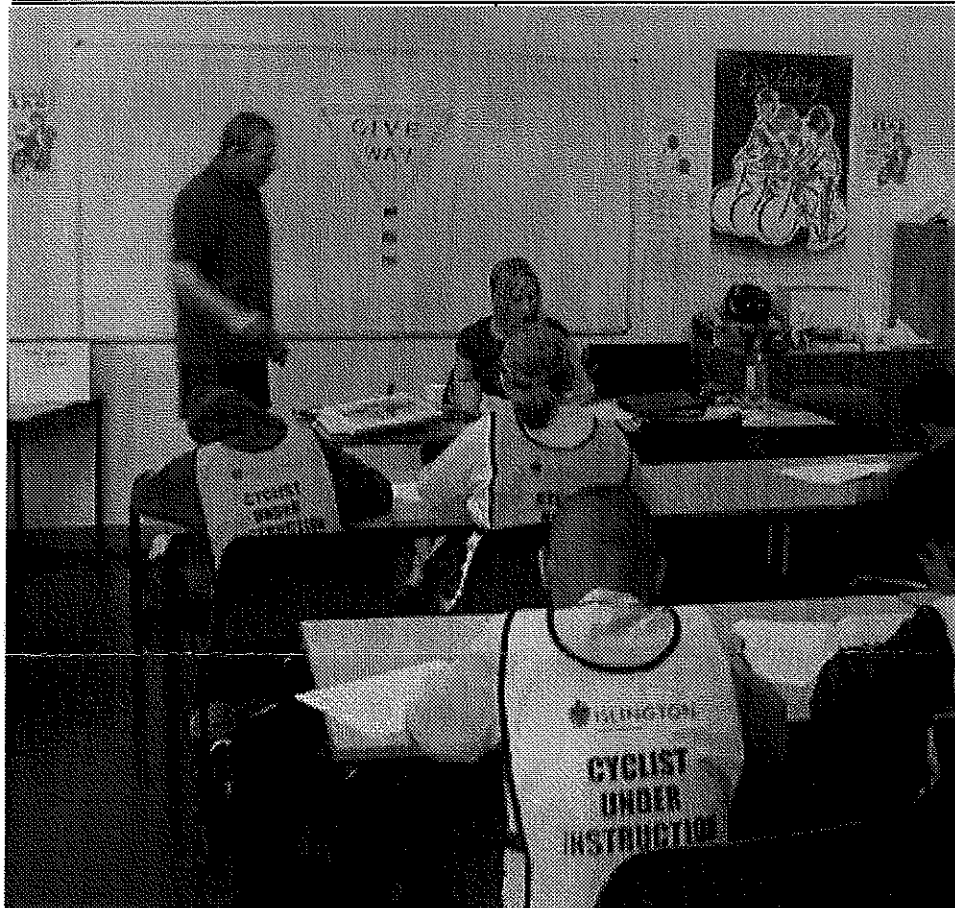
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Issue 38

February/March 2003



Audit Islington Cycle Routes

From Alison Dines

The Islington Labour Group Cyclists have done a couple of safety audits on the borough's cycle routes over the last 6 months, looking at existing cycle facilities and problems.

Their reports have been forwarded to the council & other interested groups.

The next one is arranged for 10.30am on Saturday 15th March, meeting at the entrance to Whittington Park on Holloway Road.

All cyclists are welcome.

For more information contact Councillor Catherine West

T: 020 7527 3114
(daytime message only)

E: Catherine.West@islington.gov.uk

Safe Cycling Courses Run By Islington Council

From Alison Dines

During 2002 five Safe Cycling Courses were held at Islington Green School. There were four standard courses for children in Year 6 & an advanced course for children in Years 7 & 8.

The courses were free & information about them was sent to every primary & secondary school in the borough, as well as being advertised in the local press & public buildings. In all 19 schools were represented & 55 children attended the standard courses & 15 the advanced course.

Another course is being organised for this coming half-term. If you have children at an Islington school, or know people who do, or are otherwise involved in local schools, please encourage them to take up the training. The borough can also install free secure cycle parking at its schools.

Contact Liz Wathen

T: 020 7527 2612

E: Liz.Wathen@islington.gov.uk

Friends Of Regents Canal.

From Alison Dines

Next meeting on 26th Feb 2003 at 7pm.

To be held at All Saints Church, Carnegie Street N1.

Contact Andrew Bedford

T: 020 7359 6419

Borough Spending Plan (BSP)

From Alison Dines

Each year Islington Council (LBI) prepares a Borough Spending Plan (BSP) which is its bid to Transport for London (TfL) for funding for transport related schemes & initiatives.

There's been a breakthrough this year, thanks to Pip Howson working at LBI, and we've been asked for our suggestions on improving cycling in Islington well in advance! Some that we've already made (mainly via this list) are being actioned soon (see my other e-mail) & others (see below) are being considered for incorporation into the BSP 2004-5 & we need to keep coming up with more.

Unfortunately the main roads in the borough such Holloway Road & Upper Street are under TfL not LBI control, so funding is not available for them through the BSP. However more liaison is happening between LBI & TfL as a result of the issues we've raised. It is easier for LBI if we make suggestions as per the 4 area committees in the borough (North, South, East & West) examples below:

Area Committee EAST (east of Holloway Road & bounded by Tollington Way/St Paul's Road/Bail's Pond Road)

1. Grosvenor Avenue/Newington Green Rd: review cycle lane
2. Grosvenor Avenue/Highbury Grove: review cycle safety
3. Highbury Place & Fieldway Crescent: shared use track
4. Newington Green Road/Mildmay Grove: review cycle safety re: table
5. Kelross Passage: consider shared use
6. Northampton Park/St Paul's Rd/Wallace Rd: consider cycle access over closure
7. Elmore Street/Cleveland Road/Northchurch Road: review cycle safety

8. Wallace Road/St Paul's Road: safe access

Area Committee SOUTH (south of Pentonville Road/Essex Road/St Paul's Road/Bail's Pond Road)

1. Gt Percy St/Kings Cross Road: two-way cycle lanes
2. Banner St: allow 2 way cycling to avoid Chiswell St
3. Fortune St/Whitecross St: allow 2 way cycling to avoid Chiswell St

Area Committee NORTH (north of Tollington Way/Camden Rd/Parkhurst Rd)

1. Hornsey Road/Seven Sisters Road: reinstate right turn for southbound cyclists
2. Marlborough Road: review traffic calming in respect to cycle safety

Area Committee WEST (west of Holloway Road bounded by Camden Rd/Parkhurst Rd/Pentonville Road/Essex Road)

None

Please e-mail any more suggestions and this list too, to Pip.Howson:

E: Pip.Howson@islington.gov.uk

It needn't just be schemes on roads, we've also suggested adult cycle training and having a space in the borough dedicated to community cycle maintenance. The more ideas we suggest the more likely it is that some of them will be taken up.

For clarification of the area committees, see LBI's website:

<http://www.islington.gov.uk/services/services.asp?sectionid=1580>

Or search under "cycle".

Or go to services > environment > traffic&transportation > cycle team

There you will find information about what's being done currently.

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Issue 37

December/January 2002/3

Traffic reduction schemes

From Doug Angus

The Council Executive meeting of 31 October approved the recommendations from the Local Area Committees for Traffic Reduction Schemes to alleviate effects of the Congestion Charging Scheme. The recommendations were based on responses to consultation documents for the East Canonbury, West Canonbury and St. Peter's areas.

The items that potentially most impact cyclists are:

East Canonbury: Implementation of a 20 mph zone.

Islington Green: The creation of a pedestrian priority area on the northern arm of Islington Green.

St Mary's: Implementation of a traffic calming scheme and consultation with local residents to see if they want a 20 mph zone. Reversal of the one way system in Gaskin Street. To make Shillingford Street one way southbound. To make Florence Street one way northbound south of Hawes Street.

St Peter's: Implementation of width restrictions with zebra crossings.

West Canonbury: Implementation of a 20 mph zone. Introduction of a no-entry into Canonbury Grove from Canonbury Road and a measure to restrict traffic from turning right out of Canonbury Grove into Canonbury Road. Introduction of a no-entry into Compton Road from St Paul's Road. The banning of the right turn from Newington Green Road into St Paul's Place.

These schemes are subject to further street by street consultation with local residents and businesses, further consultation with the police, emergency services and other statutory bodies on the detailed design. TfL also needs to agree the funding of the schemes.

All schemes will be monitored after they have been in place for six months, and a monitoring report will be presented to the relevant Local Area Committees.

Good news for cyclists

From Adrian Williams

This is a recorded message from Islington Borough Police Bullseye system, providing information about what is happening in your area.

A number of cyclists were subjected to robberies last year, particularly as the clocks went back and the nights got longer. The offences were mainly on the south of the borough close to the city area. A number of cyclists were knocked off their bikes and suspects then stole the cyclist's valuables.

We have worked hard to identify the patterns of these offences and will be getting local police officers out on bikes to protect cyclists. It is extremely pleasing to be able to say that the purchase of the bikes we will be using was made possible by our relationships with local partner organisations and the Business Design Centre in particular.

This represents another tactic we have deployed in our fight to drive down street crime and respond to the concerns of local people.

Cycle lane in Skinner Street, N1

From Alison Dines

A recent comment card from LBI says "There is a potential area of conflict on the mandatory cycle lane on Skinner Street with both parked cars & through traffic. We propose to alter the existing layout of the mandatory cycle lanes to allow for a segregated cycle lane & to re-site the existing parking bays outside of the cycle lane.

This proposal is intended to remove areas of conflict without losing any of the parking facilities or utilising any of the existing footway."

Comments are needed by 6th Dec 2002.

If you would like a copy of the card and map please contact Pip with your postal address:

T: 7527 2785

E: pip.howson@islington.gov.uk

Congestion Charging (starts 17th Feb 2003)

From Alison Dines

Got any ideas on how the LCC & us locally can make the most of the introduction of the congestion charge? Possible ideas include mass leafleting, commuter rides, publicity t-shirts, a media event...but more ideas are very welcome.

Please contact Alison Dines:

T: 7226 5427.

E: alisondines@clara.co.uk

LCC Community Cycling Project Awards

From Alison Dines

In the summer Groundwork Camden & Islington received an LCC Community Cycling Project Award for a local project. Known as Cycle Recycle it is an opportunity for up to 20 disadvantaged young people, aged 11-16 years, to attend workshops & be taught how to repair and maintain their bicycle.

Those that do not own bicycles are given ones that have been recovered by the police.

The original venue has been changed and the 5 4-hour sessions are now going to take place at the Almorah Centre Youth Club near Essex Road over the February half-term next year

For more information on Groundwork Camden & Islington visit:
T: 020 7278 1514
Website: <http://www.groundwork.org.uk/camden-islington>

Two new LCC working groups

From Alison Dines

LCC has developed a campaign in partnership with Transport for London which deals with the interactions between heavy goods vehicles (HGV's) and pedestrians. For cyclists the message is "Stay alive, don't cut inside lorries" and the message to HGV drivers is "Watch out for cyclists, they are often difficult for you to see".

Part of the campaign is targeting HGV drivers through publicity leaflets and covers for their tachographs (the device that records driver hours), and part is targeted at current cyclists. Look out for the leaflets locally and many thanks to Fiona, Anne, Alastair, Clare & Julia for offering to distribute them around the borough.

Regents Canal

From Chris Ashby

There is more friction between the canal's diverse users than you'd imagine. The extent of the problems came to light at a well-attended Friends of Regents Canal meeting on October 30th.

Various topics were discussed such as the development at City Road Basin, landscaping and lighting works at Thornhill Bridge and Treaty Street, the canal's biodiversity action plan, litter, and problems with long stay and unauthorised moorings.

Two items were controversial and provoked strong views, locking of the canal towpath gates at night and the proposed widening of the towpath.

Despite the canal clearly being of regional importance, some residents consider it to be their own local resource and are strongly opposed to using the canal for commuting by bike. British Waterways are generally supportive of mixed usage providing everyone behaves responsibly.

Cyclists using the towpath are legally required to display a permit which is available free of charge as follows:
P: 01923 201120
E: enquiries.hq@britishwaterways.co.uk
Website: <http://www.britishwaterways.co.uk/site/Applyforacyclingpermit%255F519.asp>

For more of Chris's report visit:
http://www.lcc.org.uk/you_and_lcc/branches/Islington/index.asp

ICAG Xmas social event

From ICAG

Please join for a Christmas drink at the Calthorpe Arms on Grays Inn Road (at the corner of Wren St) on Tuesday 10th Dec from 6.30pm onwards. Snack food provided, cash bar. (We know it's not actually in Islington but it was most reasonable option & it does great Youngs beer!)

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For more details, contact Sue (7729 5409).

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Many thanks to all contributors and may you all enjoy celebrating the end of this year and the start of next. - Dean Leigh



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Issue 36

October/November 2002

Round Table Update

From Doug Angus

The first item at this month's Sustainable Transport Round Table (STRT) was to discuss the future role of the STRT itself.

Amendments were made to the draft terms of reference. These need to be ratified and then they can be published.

The second item was the London Plan. The London Mayor is required to produce a spatial development strategy to replace the regional planning advice for London. The London Plan is out for public consultation on the draft version. All comments need to be returned to the Mayor before the end of September and Islington Council will be making a response.

The Council is broadly supportive of the London Plan, the issues it has with the transport provisions are:

- There is a 15% reduction target for motor traffic, but no targets for increasing cycling or walking.
- Parking spaces per dwelling or commercial development are less stringent than currently used in Islington.
- No mention is made of car-free housing.
- There are no additional transport infrastructure plans to support the predicted population increases in London.

The draft London Plan is at:

<http://www.london.gov.uk/approot/mayor/strategies/sds/index.jsp>

LB1 Cycle Training Group

From Julia Williams

1. An evaluation report is being prepared from responses by parents and pupils on the cycle proficiency courses given by LB1 in the summer school holidays. The report will be presented to the original working group at their proposed October 2002 meeting.

2. The summer courses were successful but the response was not as good as had been hoped despite adverts and editorial in the local papers. Originally the plan was to run the 3 weeks/6 courses planned this summer - 29 July, 5 August, 12 August but due to lack of response the courses on offer had been reduced to 3 over 2 weeks and were attended by approximately 40 youngsters.

3. The youngsters achieved a 100% pass rate and in many cases parents came to watch and gave positive feedback. Councillor Bridget Fox also attended and the Metropolitan Police were very supportive with Officers helping to deliver the training.

4. For the next series, letters are going out in September 2002 to parents & schools for Year 6 pupils and the courses will also be advertised in health centres and leisure centres. LB1 were planning to offer 1 week/2 courses during the October 2002 half term break. As well as aiming primarily for Year 6, LB1 are considering running courses for secondary school children in Years 7 & 8 next summer and they are also looking into running courses on Saturdays.

This is part of a verbal report given by Liz Wathen (Road Safety Officer, LB1) at ICAG meeting on 11th September 2002

Council appoints acting cycling officer

From John Ackers

Following our lobbying, Islington Council has taken a small step towards creating a post for a full time cycling officer that rides a bike. Islington has appointed Pip Howson (pip.howson@islington.gov.uk), as full time project manager to deliver the London Cycling Network Plus program in Islington and spend the allocated budget.

It is a temporary, six month post but it could be extended. Her position is funded by the LCN, however she has also been asked to improve the relationship with ICAG and she is to be ICAG's first point of contact. She's getting a bike soon.

At the 11th September meeting, Ms Howson outlined her vision of cycling in Islington. She explained that we weren't in competition with Amsterdam (and later explained that we were unable to compete) and that safety was her primary responsibility. She argued that although cycling injuries on places like Upper Street and Highbury Corner were high, there was little that could be done because these were Red Routes and under TfL control. She wants to set modest goals; she didn't want to strive for goals that could not be met. And she wants to have regular monthly meetings with us.

There were questions at the end. When asked about whether there was any political support for radical cycling improvements in Islington, she told us that cycling was high up the agenda in Southwark where she had previously worked because of the support of key councillors in the borough.

Continued over

Council appoints acting cycling officer

Continued from previous page

Even a temporary assignment of an acting cycling officer is better than nothing. However this temporary post appears to have been created not to improve the lot of cyclists but to expedite the implementation of the LCN.

What is clear is that while other boroughs, notably Camden, treat their local cycling campaigning group almost as a partner; Islington still treats ICAG merely as an end of the line consultee.

As Gavin Killip has pointed out "we need to be clear about our demands, both in terms of policy and implementation (e.g. in terms of routes); if we don't ask for a radical program, we won't get one".

The International Cycle Show

From Alison Dines

The International Cycle Show is taking place at the Business Design Centre on Upper Street 26-29th September & a few ICAG volunteers will be helping out on the LCC stand.

For more details about the show visit: <http://www.cycleshow.co.uk>

or ring the ticket hotline on:
T: 0870 733 1022

Quote LCC to get a reduction on advanced tickets (£8 instead of £10).

Traffic reduction schemes

From Doug Angus

Consultation documents for 3 traffic reduction schemes should have been sent out to residents and businesses by the time you read this

The schemes are for East Canonbury, West Canonbury and the St. Peter's Area and are designed to alleviate the impacts of the Congestion Charging Scheme. The documents will also be published on the consultation pages of the council website at:
<http://www.islington.gov.uk/community/community.asp?sectionid=920>

Cyclist and HGV Safety Campaign

From Alison Dines

LCC has developed a campaign in partnership with Transport for London which deals with the interactions between heavy goods vehicles (HGV's) and pedestrians. For cyclists the message is "Stay alive, don't cut inside lorries" and the message to HGV drivers is "Watch out for cyclists, they are often difficult for you to see".

Part of the campaign is targeting HGV drivers through publicity leaflets and covers for their tachographs (the device that records driver hours), and part is targeted at current cyclists. Look out for the leaflets locally and many thanks to Fiona, Anne, Alastair, Clare & Julia for offering to distribute them around the borough.

Festival highlights

From Alison Dines

Very many thanks to everyone who gave up some of their free time this summer and helped out on the stalls that ICAG had at various local festivals.

We could be found giving out advice, information & the new free maps in Highbury Fields, Sunnyside Gardens & Gillespie Park. We also fixed a few punctures, did some other minor repairs and generally raised our profile within the local community, as well as further afield when we combined forces with Hackney LCC and had a stall at Finest in Finsbury Park.

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Many thanks to all contributors and to Keith Macfarlane for standing in last issue while I was away - Dean Leigh



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Issue 35

August/September 2002

Bike Week in Islington

The local group organised various events around (and beyond) the borough and the week got better and better after a rather damp start. Our stall at the Celebrating Children festival on Highbury Fields suffered a little with the weather but we succeeded in getting the message across that cycling is an all-ability activity and we cheered up several children by mending their punctures!

The jumble sale attracted quite a bit of interest and we had requests for the event to be repeated. Our cyclists' breakfast was popular as ever. This year was the first time for a while that we organised some rides during Bike Week and our thanks go to Jonathan Edwards and Bob Hare who led them, especially Bob for providing a very comprehensive history of the New River.

We do hope that you were able to enjoy some of what Bike Week had to offer and very many thanks go to all those who took part and made all our events such a success.

From Alison Dines

Patagonia Cycle Challenge

28 February – 9 March 2003

The World University Service, a charity that works in aid of education in the UK and the Developing World is organizing a trip to one of the world's most spectacular national parks. This challenge will take you to an area of outstanding beauty and offers an unforgettable experience. By taking part and raising sponsorship money for the charity, you will make a difference to the lives of some of the poorest children throughout the world. If you want further information, please phone Oliver Kemp on 0207426 5826 or email: oliver.kemp@wusuk.org

LCC Awards

Do you know of any good quality measures for cyclists that have been put in over the last year in Islington?

Every year the LCC makes awards for good quality new schemes, and now is the time for nominations. The deadline is 21 August, and winners will be announced at the LCC's annual meeting in November.

The idea behind the awards is to reward good work and encourage more. The winners in recent years have included councils, agencies and companies doing their bit for cycling - such as Tate Modern for cycle parking facilities and the London Borough of Lewisham for their section of the Waterlink Way.

Islington Council continues to lag behind other boroughs, but nominations can be for other kinds of organisations - not just local authorities. So, if you know of a company or community group who has made a positive impact for cyclists in the last twelve months, now is the time to let LCC know.

Categories for awards are:

Best cycle route - i.e. a substantial stretch taking cyclists from A to B

Best individual facility - e.g. a cycle crossing of a main road

Most effective complementary activity - e.g. Bicycle Users Group that supports and encourages cyclists at work or a map that highlights cycle routes

Most cycle-friendly new building development - in terms of access for bikes, secure storage, and measures to reduce the dominance of motor traffic

Nominations are reviewed by a group of LCC activists from across London against a set of clear criteria. Further details can be found on the LCC website at www.lcc.org.uk

From Gavin Killip

MBE for ICAG Member

Carl Lomas, boss of Camelot Courier Training and long time supporter of LCC, was awarded an MBE in the Golden Jubilee Queens Birthday List for services to training in the courier industry. Carl has been involved in training all forms of London couriers from pedal bike to motorcycle and van for ten years and his efforts were fundamental in putting together an NVQ qualification for couriers.

Carl has printed this newsletter since the second issue and we think that should have been part of the citation!

More details at
www.couriertraining.co.uk

From Doug Angus

Bike Stolen

If anyone sees the bike below please contact David Baister on 020 7609 7339 as it was stolen from his garage in Pembroke Street N1 in late June (by forced entry).

Red Trek 700 hybrid, large men's 23 inch frame, with leather Brooks saddle secured with cable lock, straight handle bars, twist grip gears, toe clips, topeak rack, bottle cage and Abus granite U-lock attached, no mudguards. It is a 1997 model, frame number WTUI04741N.

Any information gratefully received.

Gillespie Park Festival

We have been invited to have a stall at this enjoyable local event on Sunday 8 September 2pm-5pm. If anyone would like to help on the stall please contact Alison Dines at:

T: 020 7226 5427
E: alisondines@clara.co.uk

Round Table

ICAG was invited to join the Islington Sustainable Round Table and I duly attended a meeting as our representative. The Round Table brings together various local organisations; at the meeting this included the Islington Society, the motorcycle lobby, the Pedestrians Association and the council (both councillors and officers).

With the recent restructuring of the council, the future role of the Round Table and its relationship to the council is under discussion and has not yet been agreed. This gives us the opportunity to be in at the re-launch of the new version.

Most of the meeting consisted of a presentation from Gary Griffiths who runs the council's Parking and Enforcement. He painted a picture of an organisation that had not moved on much since 1994 when Islington took over the responsibility for parking enforcement on borough roads. Over the last two years efforts have been made to bring the service up to modern standards. For example, all the parking meters in Islington have been removed and replaced with pay and display machines. From September, the number of parking enforcement operatives will be doubled.

The next Round Table meeting is in September and the proposed agenda items are Car Clubs and the London Plan.

From Doug Angus

Maps

If you've been using the new free cycling maps - London Cycle Guides - and you'd like to give some feedback - go ahead on feedback@lcc.org.uk. We will be reviewing the maps that include Islington (Nos 5 & 10) soon, probably at our September or October meeting, so if you would like to be involved please contact Alison Dines

T: 020 7226 5427

E: alisondines@clara.co.uk

Local Developments

The Hornsey Lane Association is leading a campaign for traffic calming on Hornsey Lane. Plans are at an early stage at the moment & and if you are interested in getting involved, please contact Richard Tayler - richarddottayler@hotmail.com. Phone number 020 8348 1817

Do you live, or go through, the Amwell Triangle? The council have consulted on four options, but people are free to make other suggestions. The consultation document is at <http://www.islington.gov.uk/pdf/consultation/Amwell.pdf> or contact LBI Transport & Design Group on 020 7527 2776.

The plans are out for putting a motorcycle barrier on the Willow Bridge mode filter (=car barrier!). If the railings are too close together, there will be continual conflict between cyclists and pedestrians at this point. The residents are very supportive as motorcyclists are annoying them by using the bridge and speeding up Willow Bridge Road. If you live in or go through this area, contact Tony Smedley at the council - 020 7527 2825 or tony.smedley@islington.gov.uk for more details.

Petherton Road

Some time ago the borough had a scheme to put cycle lanes along Petherton Rd to join Wallace Road to Stoke Newington. The locals howled about loss of car parking space and the borough altered the scheme to put the cycle route along Highbury New Park, a longer route.

It was suggested that the cycle route could become a track along the central grass in Petherton Road. Greenspace (LBI) is putting a surfaced path along the length of the grass as part of the project to open up the New River Walk.

The new path is supposed to be 1.5m wide, which is the width of a one-way cycle path so it is no good for joint use. No doubt more cyclists will use it and annoy the pedestrians. Nothing much we can do here - any ideas?

From Adrian Williams

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Issue 34

Jun/Jul 2002

Bike Week Edition - 15th to 23rd June 2002 (See reverse for details)

Bike Week 2002

From Dean Leigh

This year's Bike Week runs from 15th to 23rd June and there's a choice of 137 free events in London!

The theme of the week is Bike2Work and has the support of London Mayor Ken Livingstone who says "it's an enjoyable and social way for people to try cycling in London".

See the back page of this newsletter for a list of events in Islington.

C: LCC office
T: 020 7928 2318
E: office@lcc.org.uk

Community Cycling Projects Awards

From LCC

Do you, or someone you know, work with a community group who needs some money to set up a small scale cycling project? For instance does your group need some cycle training, secure cycle parking or a pool bike to use. The LCC are looking for such applications, awards of between £500 and £2000 are available but the closing date is Friday 28th June 2002.

C: Paula Smith (LCC office)
T: 020 7928 2318
E: paulas@lcc.org.uk

Canal Towpath Consultation

From Adrian Williams

Islington and Camden Groundwork have contacted us about the canal towpath between York Way & the Islington tunnel. They would like to consult with us and Camden LCC about what improvements can be made to the path.

If you would like to get involved in this please contact Alison Dines

C: Alison Dines
T: 020 7226 5427
E: icag_lcc@yahoo.co.uk

Sponsored Bike-Ride

From Michael Ellman

We are organising a sponsored bike-ride in aid of Liberty and the Medical Foundation for the Care of Victims of Torture on Saturday 13 July.

"Ride the Rodings" will be a gentle ride of not more than 50 miles through the quiet lanes and picturesque villages of Central Essex from Chelmsford to Epping.

Anyone who's interested, please contact me.

C: Michael Ellman
E: Micellman@aol.com

Cyclist Death

From Adrian Williams

Source: Islington Gazette, Thu 23rd May (p3).

Carmel Perry, 45, died of multiple injuries after a collision with a tipper lorry just before 9am on Friday at the junction of Copenhagen St and Caledonian Rd.

Carmel was a resident of Farleigh Road, N16, and worked for the RNIB.

The police are appealing for witnesses.

Cycles for Asylum Seekers

From Paul Standeven

Cycles for Asylum Seeker has supplied over 130 repaired second-hand bikes to asylum seekers

It has been based free of charge at Hackney City Farm but with the current financial problems they are now having to ask for rent.

This is too much for the project pay so, I am in urgent need of work space. Can anyone make useful suggestions?

C: Paul Standeven
E: paul.standeven@virgin.net

Historical New River Bike Ride

Sat 29th June 12noon

Meet outside Sadlers Wells Theatre,
Rosebery Avenue, EC1R 4TN

A relaxed 35 mile meander to explore the course & history of the New River (constructed in the time of Shakespeare and Raleigh to bring 'sweete water' to London) to its source near Hertford. End the day with a madrigal concert by Great Amwell Pool at 9pm & train back to Liverpool Street. Bring refreshments or purchase on route.

C: Bob Hare
T: 020 8348 2710
E: rhare@gn.apc.org

Celebrating Children Festival

Sun 9th June 12 noon to 4pm
Highbury Fields, N5

Fun family festival to raise awareness of local services for children with special educational needs. BBQ and refreshments, stalls, animals, dancing, live music, bike check, cycling obstacle course & treasure hunt.

C: Alison Dines
T: 020 7226 5427
E: icag_lcc@yahoo.co.uk

Bike Jumble Sale

Sat 15th June 2pm to 4pm
Freightliners Farm, Sheringham Road,
N7

A great opportunity to find that vital part for your bike or clear out those components you no longer need! Rent a table £5 for individuals, £25 for trade, must book in advance.

C: Jonathan Edwards
T: 020 7704 1884
E: icag_lcc@yahoo.co.uk

Tyndale Trio

Tue 18th June 8.30am to 1pm
William Tyndale School, Sable Street,
N1 (near Town Hall, Upper Street)

Bike Week, Don't Choke London & Road Safety Week at William Tyndale School with information stands, bike check, cycle training & competitions.

C: Miles Duckworth
T: 020 7527 2001
E: Miles.Duckworth@islington.gov.uk

Cyclists' Breakfast

Wed 19th June 7.30am to 9.30am
Junction of Colebrook Row & City
Road/Goswell Road, N1

Free tea, coffee & bagels & bike check.

C: Alison Dines
T: 020 7226 5427
E: icag_lcc@yahoo.co.uk

FAMILY BIKE RIDE

Sun 23rd June 11am
Meet at the cafe in Victoria Park, E9

Mostly off-road ride for families through Victoria Park to the Isle of Dogs, about 10 miles round trip. No unaccompanied children under 12 years old.

C: Jonathan Edwards
T: 020 7704 1884
E: icag_lcc@yahoo.co.uk

More information online:

across the UK:
<http://www.bikeweek.org.uk>

in London:
<http://www.lcc.org.uk>

in Islington:
<http://www.lcc.org.uk/branches/Islington>

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Apr/May 2002



Owen Street

From Gavin Killip

Anyone who has used the Owen Street cycle path recently will know that it is finally open..... and that our good friends, the highways engineers, have put a traffic light post right in the middle of the northbound cycle lane! I have emailed a photo of the offending post to Gary Ward at TfL along with the following request to sort it out:

Dear Mr Ward,
I don't know if you remember me? I'm a member of the Islington branch of the London Cycling Campaign, and we talked a few months ago about the cycle crossing of Goswell Road and City Road, just east of the Angel junction. If you don't know about it already, I would like to bring your attention to a hazardous traffic light post at the north end of the Owen Street cycle path, where the cycle route crosses Goswell Road. The attached photo, taken last week, shows the problem: the traffic light post is right in the middle of the cycle lane. It seems ironic that such a poor

quality installation has been carried out on the ground, while TfL is making very welcome policy statements about the need for high quality cycle facilities in London. With a peak flow rate of some 240 cyclists per hour, the Owen Street cycle lane is a key link in the London Cycle Network in north London.

I received a swift reply from the man at TFL (see below).

Dear Mr. Killip,
I agree the location of the traffic signal will cause difficulty to cyclists using this route. I am now arranging a meeting with our traffic signals people to arrange for this signal to be relocated. I will keep you informed of the progress.

Regards
Gary Ward
North Central Area Team
Transport for London - Street Management

From Dean Leigh

At this same crossing a few weeks ago I ended up flat on my face in the middle of the road, and several bemused pedestrians. The reason, a large pothole with a lump of concrete in the middle of it. I could not stop or avoid it as I had other cyclists on my right and pedestrians on my left.

I was not hurt, well only my pride, and my bike was not damaged. I decided I should report the hole anyway. I rang Islington town hall and asked who I should contact, I was given these numbers:

Report Holes - 020 7527 4841

Accidents - 020 7527 2217

If anyone sees improvements, please email the ICAG Egroup with details.

Duncan Glasse inquest

From Adrian Williams

According to the Camden New Journal last week the inquest took place at Poplar (nearly a year after the death). According to the Islington Gazette this week it took place at St Pancras Court. I telephoned St Pancras to confirm. They organised it but it took place at Poplar Coroner's Court. I regret that I have missed it but, having heard most of the court appearances and read the press reports, it appears that nothing new came out at the inquest.

Verdict: accidental death.

The inquest on Jane Francis, killed last October at Clerkenwell Road and Farringdon Rd junction is still not fixed.

Local Elections Thursday 2nd May

From Alison Dines

This provides a prime opportunity for us to target future local decision makers! As an individual you can write to prospective candidates & ask them where they stand on cycling issues or talk to them at any local neighbour or community forum they're attending.

If you have any ideas on what this group can do, please contact me:

Alison Dines

Telephone: 7226 5427

Email: alisondines@clara.co.uk

Bike Week 2002 15th-23rd June

From Alison Dines

Events so far include a ride along the New River discovering the history of this 17th century water supply for London, with a concert at the end of the day near Hertford; a family ride along the Sustrans route starting in Victoria Park E9; and possibly a bicycle jumble sale. Also of course our ever popular cyclists' breakfast! We'd still love some ideas, especially if anyone can think of a novel Bike to Work event & offers of help of the day. Full details to be announced soon but please get in touch with me if you'd like to be involved.

Alison Dines

Telephone: 7226 5427

Email: alisondines@clara.co.uk

Bypassing the tunnel

From Alison Dines

TFL has increased its funding for "green corridor" routes and, in conjunction with British Waterways, improvements will be made to some sections of the Regents Canal towpath to transform the environment for both walkers and cyclists. In Islington the canal goes into a tunnel at Danbury Street N1 and therefore a bypass route is needed to enable canal users to continue their journey at street level and re-join the canal near Caledonian Road (from the east to west perspective!). A proposal for this route was made by Rik Andrew of LCC's Parks & Canal Group and two ICAG members, John Milsom and Alastair Fallon, who have now cycled that route and suggested some modifications. There will be a site visit soon with an engineer from LBI to see what's needed & how the existing facilities can be improved or modified, the crossing of Upper Street being the key issue. We'll keep you updated on developments.

Mayors' envoy to tour Islington cycle routes

From Alison Dines

We heard from a cyclist in Croydon that Ken Livingstone mentioned Islington's excellent cycle routes on 2 occasions in radio interviews on London Live 94.9FM in November and December last year. So we wrote to him asking if he was sure it was Islington and if he'd like to cycle the routes with us! I just received his reply that he's too busy to accept the invitation but that perhaps we'd like to extent it to his advisor.

So what do you think - should we invite him and who would like to arrange the tour (and possible loan of a bike for him)? If the tour started in the north of the borough we could include the wonderful Sussex Way/Seven Sisters Road crossing and we could end in the south where Shepherdess Way at City Road hits a no entry sign at Bath Street despite the cycle lane! If you have any ideas please contact me:

Alison Dines

Telephone: 7226 5427

Email: alisondines@clara.co.uk

Chile Challenge

ICAG member Alastair Fallon returned last month after a 5500km bicycle ride across Chile. He started at the Peruvian border in the north, cycled via part of Argentina, and into Patagonia, to finish 48 days later in Punta Arenas. Alastair did the ride to raise money for the charities Headway (Head Injuries Charitable Trust) & the Imperial Cancer Research Fund.

To read his diary of the trip see:

www.chilechallenge2001.org.uk

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£1 (50p unwaged) per session towards costs.

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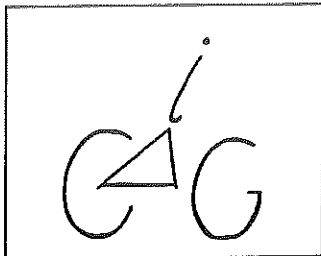
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Many thanks to all contributors - Dean Leigh



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Issue 32

Feb/Mar 2002

Attacks on cyclist

From Dean Leigh

As many of you will be aware, over the last two months there has been a significant rise in the number of robberies and attempted robberies aimed specifically at cyclist.

In the past attackers have set traps of broken glass and/or lain in wait, on estate cut-throughs and canals to do hit and run type robberies on cyclists. These have tended to be isolated incidents.

The escalation over the past few months has however shocked even veteran cyclists in the borough. The attacks seem to have taken two forms:

Ambush

The first type of attack appears to be simply gangs of youths lying in wait for cyclist to pass, then to use either use decoys to jump out swinging a full rubbish bag or grab the bike, or simply grab panniers, packs etc and run.

Mopeds

The second, and relatively new type of attack is one or two mopeds with pillion riders pulling alongside cyclists and yanking panniers etc from the bike, often pulling the cyclist over in the process.

ICAG and victims have been reporting attacks to the police, and to the ICAG Egroup where a list is being kept. We urge all victims to do the same.

The main areas seem to be the Westbourne Road area and the backroads around Essex Road.

Please don't stop cycling, but do be vigilant and cycle in groups if you can. Islington police are aware of the trend and are responding accordingly.

Owen Street

From Doug Angus

A couple of weeks ago I was taking my usual route to work when LCC Director Peter Lewis pulled up beside me at the traffic lights at the end of Colebrooke Row.

As we continued our journey and negotiated our way past the Owen Street development, I explained how the temporary cycle path had been shut three months ago in order to build the permanent one.

The initial flurry of activity had resulted in kerbstones and aggregate being laid, but as far as I could see, nothing had happened for many weeks.

Imagine my surprise when 24 hours later I found that tarmac had been laid and the path was accessible to cyclists!

I've suggested to Peter that perhaps he could cycle round the rest of Islington and that his aura could fix all the other problems we have with our cycle network.

The Owen Street saga has been running for over three years now; we were initially told that this temporary closure would be for 18 months.

It's still not clear to me how the traffic lights are activated to cross Goswell Road and the St. John Street end is still clogged with parked cars and vans.

But at long last we have got back a vital link in the London Cycle Network that carries hundreds of cyclists an hour on weekday mornings.

Chadwell Street

From Doug Angus

A red and white plastic barrier has been installed across Chadwell Street just west of Arlington Way. The barrier initially had a 1.2m cycle gap in the middle but within days somebody had moved part of the barrier to widen the gap to the width of a car.

In spite of the fact that there are new no entry signs for motor traffic in both directions I have observed that these are routinely ignored by drivers.

Until this is remedied please be aware that you may find cars headed straight for you as you pass through the barrier. It's all well and good knowing that legally we are in the right but unfortunately cyclists usually come off worse in collisions.

Kings Cross Development

From Alison Dines

Do you live in, near or cycle through Kings Cross?

If you do, you probably know huge developments are afoot there and consultation is taking place.

If you're interested in getting involved in making sure that cycling benefits in this area please contact me, Alison Dines at:

T: 020 7226 5427
E: alisondines@clara.co.uk

Congestion Charging

From Doug Angus

As part of the Mayor's Congestion Charging scheme over £100 million pounds has been earmarked for projects to minimise the effects of its introduction.

Maps of the proposals are on the Transport for London Street Management website at:
<http://www.streetmanagement.org.uk>

Those for Islington include:

- traffic calming and environmental improvements for Barnsbury, Canonbury and the Amwell Street and St. Peter's areas
- controlled parking zones for Tufnell Park and Archway
- signalisation and pedestrian improvements at the Old Street roundabout.

The Barnsbury scheme went out to consultation with the residents who favoured a 20 mph zone and traffic calming measures as opposed to road closures.

The Environment and Conservation Committee, who are responsible for traffic management in Islington, will decide which scheme they think is best for the Barnsbury area on 21st February.

An LCC group representing the boroughs within or bordering the Congestion Charging zone have had an initial meeting to discuss a common set of improvements that we would like to see within and adjacent to the zone.

A follow up meeting is planned for early February.

LCC Website back online

For those that have been wondering, the LCC website is now back online, updates and fully functioning at:
<http://www.lcc.org.uk>

Wet Hertfordshire

From John Ackers

Well those that didn't get to the ICAG ride on the 20th Jan in Hertfordshire don't know what they missed. We cycled about 25 miles in countryside west of Stevenage. Thanks to refreshing, cooling winds from the North Atlantic and a continuous drizzle for most of the day, nobody suffered from heat exhaustion, or even mild dehydration.

Our treasurer had brought sunscreen and fortunately that wasn't needed either as thick grey clouds shielded us from the sun's harmful rays.

We had lunch in a small pub in Bennington. You may recall that ICAG did offer to pay for the first 50 drinks from the bar. As this generous offer wasn't fully subscribed, I am pleased to be able to confirm that ICAG is able to repeat this event for another 46 cyclists on a warmer day in Spring.

Bike Week 2002 15th-23rd June

Publicity for this year's Bike Week is going to be much bigger than ever, we should make the most of it with original ideas on how to celebrate cycling, get lots of new members and enjoy ourselves!

If anyone is involved in a festival or event in Islington (during Bike Week but other events will be considered), or knows of one, where we could have a stall and do some cycling activities please let me know.

One of the aims of Bike Week is to encourage cycling to work so if you already do this in Islington, or want to, and have some ideas on how we could turn it into an event, please get in touch with Alison Dines

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E: alisondines@clara.co.uk

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Issue 31

Dec/Jan 2002

Ins and Outs at Finsbury Park

From Gavin Killip

Plans for the regeneration of Finsbury Park centre on a major overhaul of the station and its frontage, Station Place. London Buses had a proposal to double the area of the bus station providing parking for five buses as well as set-down and pick-up points. There was no provision for cyclists in these first proposals.

Cyclists from Islington, Haringey and Hackney did a cycle count one mild Thursday in early October, revealing a number of issues that had not been taken into consideration before. Firstly, the greatest volume of cycles was along Seven Sisters Road. Almost all the discussions had been about Stroud Green Road because it is part of the London Cycle Network, but no thought had been given to cyclists using routes other than the LCN.

Secondly, lots of cyclists do illegal manoeuvres around the Finsbury Park gyratory system, and for fairly obvious reasons. Cycling twenty metres along a pavement saves 200 metres of congestion and pollution. Many people take the law into their own hands and take the pavement option. This is not to say that pavement cycling is OK - in my view, it isn't - but it does reveal how poorly any gyratory system caters for cyclists.

Thirdly, there was no easy access to the station for cyclists, yet the survey in October showed that people really do want to take their bike to the station as part of a longer journey. Finsbury Park is the most important interchange in London outside Zone 1, a gateway to points north towards Peterborough and Cambridge, as well as to two tube lines into central London.

As this newsletter goes to press, officials at Transport for London are receiving copies of the report of the cycle count, along with campaigners' proposals for a better scheme that allows cyclists through Station Place in both directions.

Many issues remain unaddressed. The gyratory system is not about to be undone, so the pavement cycling is almost certain to continue. Nor, for now, does it look like anything will be done to help the large numbers of cyclists going along Seven Sisters Road. But a strong case has been put for a two-way cycle route through Station Place, which would help make life better for bike-rail journeys as well for cyclists going south down Stroud Green Road heading for Highbury and central London.

For the full report and summary of the cycle count data, phone Gavin on: 020 7607 1950 or download it from: <http://groups.yahoo.com/group/IslingtonCyclist/files/finspk.htm>

A lesson learned

Excerpts from a letter to ICAG of an incident that may happen to any of us.

From Steve Ashton

In November 2000 I hit a pothole, which was part of an unfinished or damaged traffic-calming device, a speed table.

The road (Bunhill Row) was unsurprisingly used by cyclists as it was a quiet section of one of the London Cycle Network routes. The impact with the pothole was sufficient to break the frame of my bike (necessitating £155 worth of repairs), and I was forced to use the bus for weeks while it was mended. I met with Islington Council's Highways Engineer a few weeks after the incident and then waited for a response from the council. A couple of months after the incident I received a reply from the Finance & Property Services department of the council which was sympathetic, but indicated that negligence or responsibility was not accepted.

In the end I was obliged to pursue the matter through Clerkenwell County Court. The council hired solicitors to present a defence, and it all looked as though the case would go to court. At the last minute, the Council decided to settle my claim and costs (like travelling expenses) before we went to court.

For me, the moral of this affair has been that persistence might be required and that you shouldn't allow yourself to be fobbed off if you feel you have a reasonable case. Had I not felt that I had been harshly dealt with, I would have been reluctant to pursue this matter through the (Small Claims) County Court

Need a babysitter so you can attend an ICAG meeting?

From Alison Dines

If you'd like to get more involved with the group locally but have young children or are caring for others that makes evenings difficult perhaps we can help! We can't offer to find a babysitter but are happy to give you some money towards the cost of using one. If you'd like to take us up on this please contact Alison Dines by:
phone: 020 7226 5427
email: alisondines@clara.co.uk

ICAG AGM

From Alison Dines

The ICAG Annual General Meeting will take place at the Town Hall on Wed 9th January 2002. We will be adopting our new constitution and electing officers, before getting on with our usual business. If you'd like more information please contact

Alison Dines by:

phone: 7226 5427

email: alisondines@clara.co.uk

Duncan Glasse case

From Adrian Williams

Several police officers and witnesses turned up at Highbury Magistrates Court on 20th expecting a trial to take all day but it didn't because the defendant changed his plea to guilty.

The defendant is said to have changed his solicitor. He has obviously taken advice that it is silly to plead not guilty to driving without due care while pleading guilty to leaving the scene and failing to report to a police station within 24 hrs. Those two offences can be punished by imprisonment whereas dwdc cannot.

The prosecution's summary of the facts includes that the defendant said he did not see the cyclist before the crash. After he stopped with Duncan Glasse under his car he panicked and ran off, after his passenger had run off.

With guilty pleas to five offences the previous offences were considered. I have previously said there was a suspicion of Class A drugs involved. The defendant has previously been jailed for 4 years for supplying heroin and is possibly still within the unexpired part of a previous sentence. The district judge called for reports and the main penalty is expected to be announced on Tuesday Dec 18th. The judge imposed an immediate driving ban for 18 months and the defendant remains on unconditional bail.

Old Street Roundabout

From Gavin Killip

The Old Street roundabout is being considered as part of the huge consultation process on congestion charging. It's early days, with funding only for the consultancy at the moment, but if anyone is interested in getting involved & commenting on the proposals to make this junction safer, please contact

Gavin Killip by:

phone: 020 7607 1950

email: gavin@qkillip.fsnet.co.uk

ICAG Debates Barnsbury Traffic Reduction Plans

From Dean Leigh

A lively debate has been taking place on the ICAG email list this month regarding traffic calming measures planned by Islington Council. Four options for reducing traffic in the Barnsbury area, including closing roads and 20mph speed limits, have shown that although united as cyclist we all have our own views on traffic management. The councils deadline for views on these options is Dec 10.

The ICAG email list is a great way for cyclists to interact or just be informed. If you would like to join, please email: icag-subscribe@yahoogroups.com

You're invited to the ICAG Christmas Party

Thursday 6th December

from 7pm
at

The Alwyne Castle
St Paul's Road, N1
(opp Highbury Grove junction.)

Come and enjoy some Seasonal cheer with fellow cyclists

You know you've been meaning to come and meet them all year

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Issue 30

Oct/Nov 2001

Car Free Day

From Dean Leigh



Gavin enjoys a car free Tower Bridge

Despite the fact that Islington did not have a closed street of its own in the borough, an intrepid band set out at midday from Highbury Corner to make the most of Car Free Day 2001.

With some people heading straight for Tower Bridge, some of the Islington cyclists paid a visit to neighbouring Hackney. Accompanied by a very loud "Elvis" on the back of a recumbent they joined the Hackney group for the ride to the main event.

Upon arrival at Tower Bridge a most impressive site greeted the riders, not only was the bridge closed to traffic but along the full length were bands, dancers, stalls selling food and cycle accessories and representatives of the many organisations that made the event possible.

At 2.00 p.m. Ken Livingstone made a welcome appearance and speech that was cheered heartily by the crowd. He then got in a cycle taxi to join the procession of floats, dancers and cyclists that made the whole day a great success.

Well done to everyone that organised and participated, it was a day London can be proud of.

Want to be involved in cycling safety in Islington?

From Alison Dines

Islington's new road safety officer, Liz Wathen, approached ICAG last month asking to meet us and wanting to hear our opinions on provision of school cycle training in the borough. She, and her assistant road safety officer, Erin Cooper, attended the September ICAG meeting and many issues were discussed.

Liz would like to meet again with us soon so we can be involved as the borough plans its road safety strategy, especially for local schools but hopefully also to include adult cycle training too.

Are you a parent or teacher in the borough, or simply keen to help increase cycle safety locally?

Would you like to join the group to meet Liz? Please contact me asap on:

020 7226 5427

or email:

alisondines@clara.co.uk

so we can arrange a further meeting.

Old Street Roundabout

From Alison Dines

Plans are being proposed to make Old Street roundabout safer. It is hoped that ICAG will receive a copy of the proposals so that they can be discussed at our meeting in November. We'll keep you posted.

Raising cycling issues locally

From Alison Dines

We've been told that we're not vocal enough & that cycling issues don't feature in the local councillors postbox enough to get us a higher profile.

Please help increase local awareness of what needs to be done by contacting your local councilor about the issues you feel strongly about.

If you're not sure who that is look at <http://www.islington.gov.uk> or ring the Town Hall on 020 7527 2000 & let us know what response you get!

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Gillespie Park Festival 2001

From Alison Dines

On the 9th of September ICAG, once again, had a successful stand at the popular local festival & made some new contacts.

Thanks to the generosity of Mosquito Bikes, who donated some great raffle prizes, we also achieved some fund-raising as well.

1st prize, a £50 voucher to spend at the new Mosquito Bikes shop in Clifton Terrace, Finsbury Park was won by Sarah Taylor

2nd prize, a compact 26 piece toolkit was won by Patrick O'Dwyer (aged 7)

3rd prize, a compact 21 piece toolkit was won by Nuala Ryan

4th prize, a set of reflective armbands was won by Polly Sinclair

Many thanks again to Mosquito Bikes, all the ICAG members who helped on the stall and all the punters who supported us!

Fire Station tool thefts

From Adrian Williams

Some months ago I put a message on the ICAG email list (icag-subscribe@yahoo.com to subscribe) about petty thieves taking tools from fire stations while the staff are out on a call and doors are left open. This subject has come up again in the Islington Gazette (20th Sept).

The story now is that young people are taking the tools, particularly boltcroppers, from the lockers on fire engines while at a fire and the small fires may even be started deliberately to get a fire engine to turn up with theft in mind.

The Islington station officer says it is a growing problem across London and fire officers are concerned about loss of tools when they need them in a hurry.

The bit of interest on this list is "We think they're probably being used to get cycle locks off or to get into buildings..."

Time to upgrade your locks?

Duncan Glasse case

From Adrian Williams

As advised earlier the court case of the driver who killed Duncan Glasse was resumed on Thurs 20th Sept at Highbury Magistrates Court.

The defendant is charged with five offences and entered pleas this time. He pleads guilty to:

- leaving the scene of the collision
- failing to report the collision within 24 hours
- driving with no insurance
- driving not in accordance with his licence

The defendant pleads not guilty to driving without due care.

The police officer assisting the victim's partner suggests that the Crown Prosecution Service could have dropped that charge and proceeded on the other four if the partner and others had not kept attending and writing to the CPS.

As it is, the case on the careless driving charge now goes to a full trial, expected to be on Tues, 20th Nov, 2001 with a pre-trial review on Thurs, 18th Oct. (Both at Highbury Mag Crt)

An interesting feature of this case is that the partner has seen witness statements including the defendant's. The CPS regards witness statements as sub judice but the police release copies to relatives/partner in a case with a death.

The defendant is believed to have only a hazy view of his responsibilities as a car driver. He apparently believes that if a cyclist and a driver are approaching a narrow gap on a road the cyclist should wait for the car or move onto the pavement.

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Issue 29

Aug/Sept 2001

Council update

From Doug Angus

ICAG was approached at our bike breakfast by a consultant brought in by the council to help produce Islington's Interim Local Implementation Plan (ILIP).

In coming years the ILIP will become the Local Implementation Plan which explains how Islington will implement the relevant parts of *The Mayor's Transport Strategy*.

It's of interest to cyclists because the council lays out its plans for cycling measures for 2002/03 for which it requires funding.

At a subsequent meeting with the council we were asked to comment on the ILIP, but decided not to do so. There were two reasons for this: Firstly, we only had 6 days from the receipt of the document to providing our comments. For a voluntary group this amount of time is inadequate. Secondly, we didn't believe that our comments in the past had been properly addressed and that words in these documents don't always appear as facilities on the streets.

We've asked that the references to ICAG's involvement in the production of the ILIP and working with the council be removed.

So where do we go now? The council is trying to recruit an officer to deal with cycling issues. We have asked to look at the job description in order to provide feedback. Once a cycling officer is in post, we believe it would be worth re-starting the council liaison meetings. Until then, we believe our time can be more fruitfully spent working through other avenues.

Car free day

From Doug Angus

Last year the UK, including some London Boroughs participated for the first time in Car Free Day. This is held annually on 22 September and we were hoping that this year Islington would participate. To qualify for a Car Free Day event a road needs to be closed to motorised traffic thus allowing the liberated space to be used, for example, for a festival.

Islington had hoped to join forces with the boroughs of Camden and Haringey to hold an event around Pond's Square and Dartmouth Park Hill. Unfortunately, both boroughs pulled out of Pond's Square due to opposition from the resident's association leaving the Islington side of Dartmouth Park Hill. One side of a road would not make for an effective event space and it's now too late to organise an alternative.

So Islingtonians will have to wait until 22 September 2002 to possibly experience a Car Free Day event in our borough.

Finfest

From Gavin Killip

Finsbury Park was the venue for Finfest on Saturday 14th July - an event organised by the Finsbury Park Partnership, the body managing the regeneration of the Finsbury Park area with £25million of government money over 7 years.

A host of stalls clustered round a live music stage with five

bouncy castles laid on for kids. A number of bike-related attractions were also there. ICAG had a stall with the usual mix of useful information and merchandise, and we provided a free bike check service with the welcome assistance of a mechanic from Two Wheels Good on Crouch Hill.

Jonathan Edwards came with his trishaw and gave people sedate rides around the park, while Patrick Field supplied the afternoon's soundtrack with his solar-powered sound system on the back of a four-wheeled bike. Cycle Training Ltd were also there to give people taster sessions of their training programme for safer road-riding.

Owen Street

From Gavin Killip

Remember the rumpus we caused in 1998 when the Owen Street cycle path was obstructed by metal railings? Now that the building work is almost complete, we are trying to ensure that the reinstated facilities for cyclists are at least as good as what we had before.

We have approached the council, the developer and Transport for London, and we will be putting the case for a straight run across City Road and Goswell Road without having to wait at the red lights.

We will also be raising the problem of gridlocked traffic blocking the crossings for cyclists.

Arsenal

From Gavin Killip

Arsenal Football Club have submitted new plans for their 60,000-seater stadium and associated development of the existing stadium and new council depot on Eden Grove. The new plans are substantially the same as the first proposal, although they are now saying that Holloway Road and Caledonian Road tube stations would remain open on match days.

ICAG had seven objections to the original plans on the grounds that the scale of the development and proposed car parking provision would generate too much traffic on already congested inner urban roads. We will be saying the same thing again, taking into account the small changes in detail.

For more information contact Arsenal's consultants:
Hepher Dixon - 020 7353 0202
or email
arsenalonthemove@hepherdixon.co.uk

For an overview of issues raised by a range of local people, see the website of the Islington Stadium Community Alliance at:
<http://www.RedCard.org.uk>

Gillespie Park Festival

**Sunday 9th September 2001
2 - 6pm in Gillespie Park**

Entrance through the Ecology Centre,
191 Drayton Park N5 or from Gillespie
Road, N5 both by Arsenal tube

Once again ICAG will be having a stall in this very popular local event. If you would like to help on the stand please let me know. Or if you've been meaning to come along to one of our events to meet other ICAG members & haven't managed to yet...why not take this opportunity! Look forward to seeing you there!

North London Cycle Map Project

From Alison Dines

The LCC has funding from Transport for London to help TfL produce some cycling maps.

Having updated the central London map they will also be doing a new one of north London. They would like our help in recommending routes within the borough that are not recognised cycle routes or part of the LCN but that we use & feel would be helpful, especially for a more cautious user e.g. someone laden with shopping or a bike carrying a child.

If you use a route that you think would be suitable and/or you'd like to get involved with this project (which may have quite a tight deadline) please let me know.

Alison Dines
Tel: 020 7226 5427
e-mail: alisondines@clara.co.uk

Lapsed LCC members

From LCC Office

Like to help remind Islington people that their LCC membership has lapsed?! If so, LCC will be doing a ring-round of lapsed members on Tues 4th September 6-9pm and would appreciate our help. Please contact Duncan Exley at the LCC office on:
020-7928-6112
or email
duncane@lcc.org.uk

ICAG Festival Of Cycling

Apology by Dean Leigh (Editor)

Due to lack of space in this newsletter I have posted text and pictures at:
www.lcc.org.uk/branches/Islington/

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight.

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For more details, contact Sue (7729 5409).

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Contact Gavin Killip (7607 1950).
£1 (50p unwaged) per session towards costs.

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Issue 28

June/July 2001

Pathways to the Future

From Alison Dines

London 21
Sustainability Network Conference
Saturday 9 June 2001
10am to 4pm
Goldsmiths College,
Lewisham.

The London 21 Sustainability Network ("London 21") is a network of people and organisations engaged in Local Agenda 21 or other sustainability initiatives in London.

For details see their website at:
www.london21.org

or contact

London 21 Conference Organiser,
C/o Sustainable London Trust,
7 Chamberlain Street,
NW1 8XB

Velo-city 2001

From Alison Dines

Velo-city 2001 the world's biggest
cycle planning conference in
Edinburgh & Glasgow
17-21 Sept 2001.

For more details contact:
Erl Wilkie
Tel: 0141 287 9039
Or see their website at:
www.velo-city2001.org

Cyclist death at Dartmouth Park Hill.

From Adrian Williams

I put messages about the fatal collision on 15th Feb on the ICAG email list and in the last Islington Cyclist saying there was no report in the Islington Gazette. No one in ICAG corrected me. Perhaps no one on this list reads the paper, but read on.

On 4th April I was telephoned at work by an Assistant Editor at the IG asking for a correction to our members because the IG did carry a report on 22nd Feb! (Yes, Islington Cyclist is read at the IG.) I agreed to post a correction on the e-list and in writing in the next insert in London Cyclist.

I was supplied with a copy of the relevant page of IG for 22nd Feb. On p17 there is a big report with roughly a column of print and two photographs headlined 'Tribute to man killed by hit-and-run driver'. The surprising feature is that nowhere in this report does it say that Duncan Glasse was riding a bike at the time of the collision!

I have no doubt that I saw this report before other news reports and assumed he was a pedestrian.

There was also a possibility of him being in a car because it says at the end "We heard the sound of glass shattering and the impact of the cars colliding." It doesn't surprise me that I took no notice of this as a cycling-related incident and no one else read it as such!

Still I am obliged to admit the IG did report this death.

Serious injury to cyclist at Highbury Corner/Upper St.

From Adrian Williams

The IG for 5th April reported (p2) a 12-year-old boy in collision with a trailer in Upper St, sustaining a fractured skull and leg. Upper St was blocked for 4 hours (on a day of a Tube strike) and the boy went to the Royal London Hospital where his condition was later described as not life-threatening.

There is no detail of small/large/semi-trailer or where exactly it happened. In short the report is inadequate for understanding what happened or

where and is thus typical of reports of cycle collisions in local papers.

The IG and H&I usually carry a report of the inquest on any deceased cyclist in Islington but there may be no follow-up for injury cases.

It is a matter of experience to me that inquest reports in newspapers are also inadequate.

The only way you/we find out what happened is to take a morning off work and attend the inquest to hear all the details.

Dangerous Driving.

From Adrian Williams

The Islington Gazette of 17th May (p4) carries a report of a court case (Snaresbrook) about a plainclothes police officer riding a bicycle in Islington Park St when he was allegedly on the receiving end of dangerous driving.

After he pointed this out to the driver the driver obstructed him on the road, and went beyond abuse to grabbing him round the neck.

In court the driver (from Tottenham) denied everything and was acquitted of all offences.

This report is good on details compared to the cycle collision reports but it leaves me wondering.... if a police officer on a bike can't convince a jury of dangerous driving what chance have we got?

Midsummer Bike Festival

Saturday

16th June

2-6 pm

Islington Ecology Center

Corner of Gillespie Road and Drayton Park, N5

1 minute from Arsenal Tube

Organised by:

Islington Cyclist Action Group (ICAG)
A branch of the London Cycling Campaign

Events will include:

Dr Bike

Get your bike checked over for free

Obstacle course

Show off your riding skills ...or not!

Local bike ride

Enjoy your neighbourhood on a bike

ICAG stall

Find out what were doing to make cycling in Islington better for everyone and how you can help

Live music

Some of the finest acoustic music you'll hear all summer

Plus raffle, refreshments and more!

For more information contact Gavin Killip on 020 7607 1950

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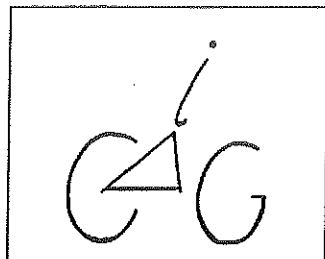
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Issue 27

April/May 2001

Cyclist Death

From Adrian Williams

On February 15th at 8-40 am Duncan Glasse, aged 47 from Dalmeny Road, was struck from behind by a car while cycling up Dartmouth Park Hill.

The car then hit a stationary car and the two occupants ran off. The cyclist died next day in the Royal Free Hospital.

The driver later reported to a police station and was bailed. The inquest will take place at St Pancras Coroner's Crt after police investigations are complete.

This information is taken from the Camden New Journal and the Highbury & Islington Express. The Islington Gazette has not reported this death.

There has been more information in the CNJ with a focus on the lack of traffic calming on this road which is a boundary between Camden and Islington. Traffic calming is expected to start soon.

Update

From Dean Leigh

Source:
Islington Gazette
Thursday 22nd March 2001

An article in this issue reports that roads on the Islington side of Dartmouth Park Hill may soon have a 20 mph speed limit to bring them in line with roads on the Camden side of the hill.

Labour Councillor Janet Burgess has written to Islington Council to try to persuade it to reduce the speed limit on its side of the hill

City Cyclist

From Doug Angus

The LCC City group has had its second meeting and is now looking at cycle parking (or lack of it) in the City and route planning, especially connecting up facilities already in place.

We are particularly interested in hearing from people who cycle to/through the City on a regular basis and what your suggestions are.

Please email them to:
lcccity-owner@yahoo.co.uk
with your name and your borough or send them to:

LCC City Group
c/o London Cycling Campaign
228 Great Guildford Business Square
30 Great Guildford Street
London
SE1 0HS.

The next City meeting will be on:
20 April at 12:30
venue tba, all welcome.

Get Stuffed

From Doug Angus

It's been scientifically proven that the Islington Cyclist stuffing takes 2 person hours. This gives:

No. of people	Stuffing time	Result
1	2 hours	misery
2	1 hour	satisfaction
3	40 mins	pleasure
4	30 mins	joy
4+	120/4+ mins	overkill

So as you can see, about 3 people is probably the optimal number per stuffing which at 6 stuffings/year gives 18 person-stuffings.

Thus if we had a small pool of 6 to 9 people to call on each person would only be needed 2 or 3 times per year for 40 or fewer minutes of effort. Not a lot to ask really.

Could you be one of that group? The newsletter stuffing is every two months at LCC's office, just south of Southwark Bridge.

The great thing is, you don't need to know anything about cycling or campaigning but can still perform a useful role. So if you do have a couple of hours a year to spare please email:

icag-lcc@yahoo.co.uk

or ring Doug on 7354 5832

Festival of Cycling, 16 - 24 June

From Gavin Killip

The annual nationwide cycling jamboree is in the third week of June. ICAG are planning two events.

The ever-popular Bike Breakfast will take place at the Colebrooke Row crossing of City Road on Wednesday 20 June from 7.30 am with free hot drinks and buns for cyclists and a free maintenance check for your bike.

ICAG are also organising a Midsummer Bike Festival from 2 - 6 p.m. on Saturday 16 June at the Islington Ecology Centre on Gillespie Park.

There will be bike maintenance, obstacle course, family rides on quiet streets and off-road, stalls, refreshments, live music and much more.

For more information or if you would like to volunteer to help on the day, please call Gavin on 7607 1950.

Junctions Campaign update

From Gavin Killip

It was almost too cold to count straight when we did the traffic count at Highbury Corner in February. But eight hardy souls turned out to do the work, and the preliminary number-crunching has been done.

Anyone who uses Highbury Place may be interested to know that 29% of all vehicles on this stretch of road were bikes

There is lots of demand for high quality cycle facilities, but the sad truth is that the cycle route simply ends at the roundabout.

Highbury Corner in general seems to be a popular route for commuters, with far more people heading into central London in the morning than going north.

A small minority of cyclists take to the pavement in order to avoid the roundabout altogether.

These facts and figures will be included in a report over the coming months to present as strong a case as possible for improvements.

If you would like to add your comments on Highbury Corner or on the other targeted junction (Holloway Road/Tollington Road/Camden Road/Caledonian Road), please contact:

Gavin on 7607 1950.

Arsenal Football Club's proposals

From Gavin Killip

ICAG has joined the Islington Stadium Community Alliance.

The Islington Stadium Community Alliance is a loose affiliation of community groups, businesses and individuals opposed to Arsenal Football Club's plans for a new stadium, conference centre, hotels, shops, flats, restaurants.

The objections are not about football, they're about massive over-development of an already congested inner urban area.

For the latest news, look at ISCA's informative website:

www.redcard.org.uk

or contact Gavin on 7607 1950.

General ICAG Enquiries

We've set up a new email address for general ICAG enquiries:

icag_icc@yahoo.co.uk

If you have the old address in your address book, please change it now as the old address will be closed shortly.

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Issue 26

February/March 2001

Highbury Corner Cycle Count

From Chris Ashby

Despite having one of London's earliest and busiest cycle routes, starting/ending at Highbury Corner, that's about all the help cyclists get there. Most of the time cyclists are left trying to negotiate a stinking, noisy and dangerous tangle of traffic.

This conflict had gone on unnecessarily for too long – cyclists deserve better than this. Various people have proposed solutions that will help both cyclists and pedestrians negotiate this crazy gyratory. Not everyone agrees on the best way forward. However, most people think that something should be done and done soon.

In February ICAG is conducting a survey of all vehicles using Highbury Corner during the rush hour. When this information has been analysed hopefully a scheme can be designed that will benefit and prioritise those who do least damage to the environment as they move around London.

And not before time.

Newington Green Scheme

From David Solomon

Islington Council's Interim Transport Plan for 2001/2 addresses transport and (some) specifically cycling issues, it also contains details of a local scheme that caught ICAG's eye: the transformation of the traffic gyratory at Newington Green into a non-gyratory.

The plan originated with a group of local residents, the Newington Green Action Group (NGAG). It involves a part-pedestrianisation of the area which borders the borough of Hackney.

Features particularly of interest to cyclists are:

- advanced stoplines, traffic calming
- a general reallocation of road space
- calls for some new cycle lanes (though these need to be finalised).

More information can be had from the Council or from NGAG's website: <http://www.well.com/user/derb/ngag/> which also contains contact details.

Liaisons Dangereuses

From David Solomon

The Liaison Meetings between ICAG and representatives of the Council have run into choppy waters recently. On December 4th, ICAG delegates were to meet with Tony Smedley of the Planning and Transportation Department together with representatives from the Project Centre (the Council's consultancy).

These meetings have run at roughly 6-weekly intervals since their inception in October 1999 with an increasing number of short-notice cancellations from the Council.

When we heard on the day itself that this meeting too was to be cancelled because Mr. Smedley (the Council's decision maker) could not be present, it was the last straw and ICAG suspended its attendance at these meetings forthwith.

But this was not simply an attack of pique: the repeated cancellations are just the symptom, if a highly inconvenient one for ICAG's voluntary delegates! At its December meeting, ICAG considered the illness: an increasingly evident lack of commitment to cycling issues on the part of the Council.

It was agreed that the liaison meetings, while still potentially fruitful for promoting cycle schemes etc. should only be resumed under new conditions and, hopefully, the watchful

eye of some of Islington's more cycle-friendly councillors and politicians.

This remedy is shortly to be put to the Council in the form of a letter which sets out some of our discontents: the Council's unacceptably slow or stalled progress on many schemes (e.g. cycle-stands, maps, counts, blackspot list). Its non-attendance at certain meetings, its failure to keep ICAG informed and its lack of clarity on some cycling aspects of the Interim Transport Plan (ITP).

Regular readers will recall that ICAG's input to the ITP for 2001/2 was actively sought by the Council. The possibility of its withdrawal from the next one – as well as the liaison meetings – therefore lends some weight to our requests. These also include a summit meeting and the reinstatement of the post of Cycling Officer at the Council.

Watch this space for the Council's response, and further developments.....

We say hello they say goodbye

From Dean Leigh

Hello to me, Dean Leigh, an Islington cyclist (car owner, public transport user) and now editor of the ICAG newsletter. As the previous issue explained Doug Angus, who has tirelessly produced this newsletter for many years now, will now be concentrating on other issues for ICAG. We all would like to thank him very much for all his hard work.

Hello also to Alison Dines, also an Islington cyclist and ICAG treasurer, who will be replacing David Solomon, who after a years hard work as borough co-ordinator is stepping down. We all would like to thank him very much for so successfully moving ICAG forward, and good luck Alison.

Junctions Campaign update

From Gavin Killip

We conducted a successful count of traffic at the junction of Holloway Road/Camden Road/Caledonian Road in November. The data is being analysed and we have taken video footage to show the hair-raising conditions facing cyclists on the westbound arm of this nasty junction.

The count at Highbury Corner is set for mid February, with nine volunteers taking part. ICAG and the LCC central office are purchasing additional hand-held counters, so that we can record all the traffic flows on the roundabout. These counters will then be available for campaigners London-wide, as well as enabling ICAG to do further counts on borough-controlled roads.

Getting data on traffic is crucial for getting funding for improvements, as the civil servants who hold the purse strings need numbers for their spreadsheets.

Arsenal Football Club's proposals

From Gavin Killip

Arsenal's plans for a new 60,000-seater stadium at Ashburton Grove (by Drayton Park) are the biggest thing to hit Islington for a long time. Their proposals take up three CD-ROMs and they have 29 separate consultants working for them.

ICAG has raised several objections to the plans (see below). In summary, the proposals are for a three-phase set of schemes:

1. Move the Council's waste depot and offices from Ashburton Grove to Lough Road as well as somehow re-accommodating existing businesses on the Ashburton Grove site.

As part of this, Arsenal plan a high-density development along Eden Grove, with flats, restaurants, a hotel, community health centre and space for businesses.

A new road is proposed to link Caledonian Road to Holloway Road along the south side of the main line railway out of King's Cross.

2. Build a new stadium complex at Ashburton Grove - a 60,000-seater stadium with hotel and conference facilities and some student housing.

3. Convert the existing Highbury stadium into over 500 flats.

ICAG objects to the plan on the grounds that it will generate significant additional private motor traffic on a daily basis and cause an unacceptably high level of inconvenience to local people on match days. Our seven specific objections are given below:

Objection 1: Parking provision in the new stadium would generate excessive motor traffic.

Objection 2: Parking provision in the proposed development of Eden Grove would generate excessive motor traffic.

Objection 3: Parking provision in the redevelopment of the existing stadium would generate excessive motor traffic.

Objection 4: Proposals for visiting coaches would increase danger to vulnerable road users. Visiting coaches are intended to be parked in Market Road during matches.

Objection 5: Inadequate provision for cycle-friendly infrastructure and other measures to promote sustainable travel options to the proposed new stadium complex.

Objection 6: Closure of two adjacent stations on match days would mean no Tube access for a large area.

Objection 7: Large lorry movements on narrow roads around the proposed new waste plant would increase the danger to vulnerable road users.

There is still a long way to go before any decisions are made, and ICAG intends to submit further comments once we've had time to digest the information.

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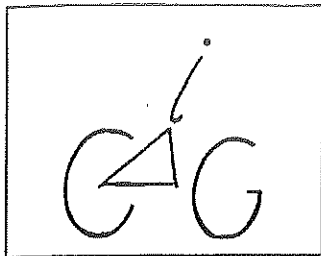
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Issue 25

December 2000/January 2001

ICAG to Participate in Junctions' Campaign

THE LCC'S CAMPAIGNS Sub-Committee launched the idea of a London-wide campaign earlier this year to try and improve specific junctions across London.

By focusing on problem junctions, the campaign aims to make improvements on the ground and it taps into the local knowledge and energies of borough groups like ICAG. It also offers us the chance to learn a few new skills with support from the central LCC office. ICAG responded favourably to the idea back in the summer.

Although we are now officially a bit behind schedule, there is plenty of time to catch up. The key things to aim for are:

- Now – Jan 2001: Choose one or two junctions to work on.
- Now – Jan 2001: Conduct counts at selected junction(s).
- Jan – Feb: Compile information (count information, accident data etc).
- Mar – April: Analyse and propose improvements.
- June: Feed Islington's work into a London-wide document.

The idea is to analyse cycle use and research accident statistics in order to get a very accurate picture of each junction as it is currently laid out. We then plan to develop proposals for improvements to put before the relevant authorities – the Council and the new Transport for London.

This work in Islington and other boroughs could help influence the GLA's policy on how best to promote cycling, and it may also point to recurring themes that are problematic for cyclists across the whole city. Other LCC groups across London have already selected over 30 junctions to be part of the campaign,

working on the same principles as those proposed for Islington.

At the November ICAG meeting we agreed to work on two junctions. The first one is Tollington Road/Holloway Road/Camden Road/Caledonian Road (right by Waitrose on Holloway Road). This junction is something of a nightmare, with dangerous traffic light phases (recently made even worse), a four-lane one-way street and excessive speeding. Over the years there have been a number of minor accidents recorded, especially 'shunts' where cars hit bikes from behind.

The second junction we have chosen is Highbury Corner. This is one of three major roundabouts in the borough and the one we felt was easiest to tackle – hopefully setting a precedent for the others (Archway and Old Street). A number of community groups in Islington support the idea of closing the southern arm of the roundabout at Highbury Corner and making accessible the green space in the centre. It is, therefore, a good opportunity to work with other groups and to broaden the campaign to include issues about public open space as well as cycle safety. Outside the City of London, Islington is the London borough with the least amount of green space. A successful campaign might bring the grass and trees back into use as a small park.

All of this will require a fair bit of work, and we are looking for volunteers to help out. We particularly need people to give up a couple of hours between now and February in order to help with counts at the chosen junctions.

A two-hour count at a crossroads-type junction would require four counters working in shifts (each person to do an hour). A complicated roundabout like Highbury Corner would

probably need 6 – 8 people. Counts would be conducted between 7.30 – 9.30 a.m. with an optional evening count (5.00 – 7.00 p.m.) if we get enough volunteers. Counters would also need to attend a briefing session for about an hour a few days before the count itself.

As well as counting cyclists' movements at junctions, the campaign will require people to undertake the following roles:

- Photography – someone to take pictures of any problems we identify at the junctions.
- Junction inventories – someone to describe quite carefully the anatomy of each junction (road signs, traffic lights, pavement build-outs etc).
- Press liaison – someone to tell the local papers what we're doing in the context of the London-wide campaign.
- Research – as the campaign develops, we will need to look at issues such as accident statistics in order to build up a case for making improvements on the ground.
- Liaison with other community groups – yes, this is primarily about cyclists' needs, but there may be opportunities to enlist the support of other groups in Islington (Islington Alert, Islington Society, Pedestrians' groups, disability groups etc). We would benefit from their input into ideas for improvement and it may help ICAG's work elsewhere to make stronger links with other groups.

If you think you might like to help with counting or with any of the other jobs in this list, please contact Gavin on 7607 1950 or email gavin@gkillip.fsnet.co.uk

Islington Cyclists' Forum

THE FOURTH OF our six-monthly Forum meetings took place on 24 November at the Islington Ecology Centre. Six ICAG members were present in their usual roles as organisers and facilitators. The eleven invitees who attended comprised Cllrs. George Allan and Rupert Perry together with nine representatives of groups ranging from Sustrans and LCC (central and boroughs) to local developers and a health trust.

After introductions, an agenda of mutual interest was quickly established. The issues selected for discussion were: Regenera-

tion/Development Schemes, Links with other Transport, Cycle Parking, Cycling Safety, Enforcement of Cycles Lanes and Outreach/Cycle Training.

Two hours of lively, inclusive debate followed, establishing several links between participants with common interests. Such links are the Forum's main aim and were reflected concretely in a list of fourteen agreed action points, some of which are: future contacts between ICAG and the various developers of Archway, Finsbury Park. SRB and Arsenal's new stadium; co-ordination between Sustrans, LCC and Cllr. Perry on cycling 'through-routes'; better publicity by ICAG and LCC

central of council hotlines for reporting potholes etc.

The meeting closed at 4.30 p.m. with agreement for a fifth Forum to be held on 15 May, 2001.

ICAG Xmas Social

ALL MEMBERS AND PARTNERS are welcome to join us at the Alwyne Castle, St. Paul's Road. We intend to guillotine our monthly meeting on 13 December in order to move on to the pub at 8.30 p.m.

Hope to see you there.

15.5.01 Twp 2-42

Archway Regeneration

A MAJOR REDEVELOPMENT scheme at Archway has been proposed by Orb Estates, owners of Hill House. They are looking at the viability of a mixed use development at Archway Mall and the 'Island' site adjacent to Archway Close, which is currently surrounded by the Archway gyratory.

Under these proposals the gyratory would be removed by closing the Lower Highgate Hill section of the road (between Tollhouse Way and Junction Road) and replacing the current system with two-way traffic flow around the three remaining sides.

More information on the redevelopment can be found at www.archwaylondon.com which gives some idea of the size and location of the proposals under 'Extent of Plan'.

Orb Estates will be putting on an exhibition some time in January, as part of a consultation process. We would like to organise an ICAG delegation to visit the exhibition and then meet the developers to put forward our opinions.

If you live near Archway, the impact on your daily cycling could be considerable, so please contact David Solomon (7275 7985 or solomon@math.kcl.ac.uk) if you want to be part of the ICAG representations.

Cityzens Re-launch

LCC ARE PLANNING to re-launch a local group in the City.

In the absence of a City group, a couple of Camden group committee members met with City planners. They were looking for ideas for cycle schemes – and have the funds to back them – so they were given some initial suggestions.

Subsequently, a meeting was held at the LCC office attended by representatives from the neighbouring boroughs of Islington, Camden and Hackney. Minutes of that meeting are available to any interested members.

If you cycle to or through the City or live near the boundaries please get in touch. We are looking at a public re-launch meeting – provisionally at lunchtime on Friday 9 February.

Don't worry if you can't make that time/date, there are plenty of other things you can assist with in the run up to the meeting.

Council Liaison Meeting

THE ORDER FOR UPGRADING the St. John Street cycle route has been approved. As part of the brief, all parking spaces had to be retained. It will be re-located to one side of the road with a 1m cycle lane on the no parking side and a 1.5m lane in the opposite direction outside of the parked vehicles. The commencement of work is imminent.

Four options for the Old St. roundabout have been drawn up. The roundabout has the highest accident rate in the borough for cycles/mopeds.

The funding available from the DETR for

Islington's ITP 2001/02 should be known by 22 December.

The next meeting is 4 December.

Ring in the New

By Doug Angus

FOLLOWING THE APPEAL for a new editor for *Islington Cyclist*, I'm delighted to report that Dean Leigh has stepped forward to take on the role.

By a bizarre, arithmetical coincidence, this is the 5th birthday issue as well as the silver one – surely a good omen for the next five years!

To help Dean, we are separating the roles of editor and distributor and I'd like to organise a rota for newsletter stuffing. The stuffing will be every two months and typically will not take more than an hour or two of your time.

This is a way you can help us for which no previous knowledge or training is required (and I should know!). If there are enough volunteers, you may only be called upon 2 or 3 times a year.

So make that New Year's resolution now – please get in touch. My contact details are at the foot of this page.

Problems with Parked Cars

CLLR. GEORGE ALLAN is currently seeking information on 'hotspots' for double parking or where car-parking obstructs cycle lanes. His idea is to send 'flying squads' of council traffic wardens to enforce the yellow lines where they exist or to put in short new stretches where they don't.

Please e-mail your hotspot suggestions to David Solomon: solomon@math.kcl.ac.uk who will co-ordinate them and pass them on to CLLR. Allan.

The Blackspot List

A LIST OF CYCLING BLACKSPOTS in Islington is maintained by the Project Centre (the Council's consultants on this and other transport matters).

'Blackspots' are generally, relatively small items that make life difficult or dangerous for cyclists and which could be solved by a small repair or restructuring of the road or route. For example, poor placement of cycle track along a short distance, badly adjusted traffic lights, dangerous junctions where a simple change could make a big difference.

Please send your blackspots to Kevan Weaver (labelled for his attention) at projectcentre@compuserve.com

Note that potholes should be referred to the Council hotline (see the following article).

The Hotline

IF YOU SPOT a patch of broken glass which needs sweeping up, or a pothole that is dan-

gerous to cyclists, you should call the Council on 7527 4814 to report it.

We'd be interested to know what response you get to broken glass but for potholes the current rules state that the council has a duty to repair potholes of a depth of 50 mm or greater. Much shallower ones can cause problems for cyclists and we are campaigning to get the criterion changed.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 3, 17 and 31 December, 14 and 28 January.

Meet at 10.10 a.m. at Finsbury Park overland station. Don't forget your Network Railcard or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue (7729 5409).

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 24 January, 7 – 9.30 p.m. Contact Gavin Killip (7607 1950).

£1 (50p unwaged) per session towards costs.

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The next two meetings are 13 December and 10 January from 7.30 to 9.30 p.m.

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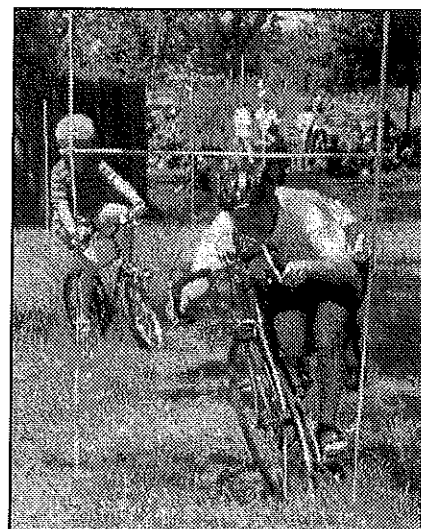
Issue 24

October/November 2000

Islington Millennium Festival of Cycling in Photos



Photos courtesy of Julia Williams and Phillipa Major



Demonstration Projects

WE HAVE BEEN ASKED by the Council to come up with ideas for demonstration cycle projects costing up to £35,000.

This sum is available annually, in addition to the London Cycle Network monies, and this year it will be spent on Advanced Stop Lines throughout the borough.

Suggestions so far for future projects are for contraflows to shorten routes for cycles. Some of these suggestions would also have a traffic-calming effect by narrowing the carriageway:

- ◆ Highbury Station Rd, N1 – Contraflow route from Highbury Corner roundabout as far as the one-way part of the road.
- ◆ Penn Rd, N7 to be returned to two-way working but the access for motor vehicles remains at the north end only, as now. If that is unacceptable then construct a contraflow cycle lane in Penn Rd. Construction of cycle paths through the island in Hillmarton Rd at the junction with Penn Rd. The intention is to use Penn Rd and Hungerford Rd as an alternative to heavily used Camden Rd.
- ◆ Camden Road, N7 – Segregated contraflow route on the NW side of the one-way part of the road from the junction with Hillmarton Rd to the junction with Holloway Rd. An alternative would be from the junction with Williamson St to the junction with Warlters Rd, and with a connection across to Caledonian Rd.

- ◆ Segregated contraflow route on the SE side of Parkhurst Rd from the junction with Holloway Rd to the junction with Hillmarton Rd (in conjunction with the suggestion above).

If you have any additional ideas for demonstration projects please let us know.

A Green and Sunny Day

By Claire Caffrey

FIVE ICAG VOLUNTEERS turned up at Gillespie Park, to celebrate green and local topics. A crowd of over 500 people, local MP Jeremy Corbyn and other community leaders enjoyed diverse entertainment including story telling for kids and various kinds of music from a choir to a jazz band.

We were all able to enjoy the sun as we enticed people to come and talk to us about Car Free Day on 22 September and to encourage people to join LCC, if they were not already members.

We had some wonderful chats with local people and many complaints were made about the state of cycle provision within the borough.

Most of these people have joined the email list or have provided an address. So this has expanded our network of people that use various routes around the borough, thus enabling us to campaign with a greater knowledge of the area.

Hopefully we will be able to utilise this extra knowledge, especially while we are able to collaborate with the Council.

The icing on the cake was a £50 voucher donated by Mosquito Bike shop, which raised over £40 for ICAG.

Finally, I would like to thank all involved for their hard work and jovial spirits!

P.S. I hope to see you all there next year.

Second Bike Breakfast

FOLLOWING THE SUCCESS of ICAG's cyclists' breakfast during the Millennium Festival of Cycling, we held another on X September.

Not only because we enjoy doing it, but also to support LCC's membership drive. We know we recruited a few people because they paid on the spot. We also hope that those who took membership leaflets away with them decided to join subsequently. We've packed away the breakfast table and bunting for this year but hope to run more in 2001.

Ooops!!

DUE TO AN EDITORIAL error the last issue of *Islington Cyclist* was not distributed with *London Cyclist* magazine.

If you would like a copy of Issue 23, please send an SAE to The Editor, *Islington Cyclist*, 68 St. Peter's Street N1 8JS or email icag@precise-ltd.demon.co.uk with a subject of 'Issue 23 please' for a soft copy.

Council Liaison Meeting

REPRESENTATIVES FROM ICAG met with Council Officers on 31 August, nearly four months after the last meeting in May. Previously scheduled meetings were twice postponed at the Council's behest.

The installation of cycle stands is underway, some businesses have requested stands outside their premises.

A map showing all the road closures with cycle gaps in the borough has been located and will be forwarded to ICAG.

Islington's draft Interim Transport Plan (ITP) for 2001/2002 has been submitted to the London Mayor. Once the errors are corrected there will be a print run and ICAG will be provided with a full copy.

We have agreed to a ½ day workshop on 19 October to go through cycling related matters in more detail.

The Ingatestone Dash

By Doug Angus

ON A MID SEPTEMBER Sunday, seven cyclists set out by train to Essex for a social ride. Leaving Liverpool Street we stacked the bikes in the space provided by the tipped-up seats. During the journey we compared notes about the queues for petrol we'd each seen on our way to the station.

Alighting at Ingatestone we meandered along the smallest of minor roads. My favourite was the single track road with grass growing through the tarmac. At Fyfield we had our lunch stop courtesy of *The Good Beer Guide*. After a fine meal of chips and beer we reluctantly set off again to make our way back to the train.

We managed to get entangled in Chelmsford but still made the train at Ingatestone with a sprint finish followed by bike carrying over the footbridge. Mark my words – it'll be an Olympic sport one day!

Left Turning Lorries

From John Silvertown

AS A CYCLIST who had the misfortune to end up underneath a left turning lorry I feel I am uniquely placed to explain how it happens:

1. A stationary or slow moving lorry appears to be going straight on or turning right.
2. You start overtaking on the inside.
3. When you are past the point of no return about halfway the lorry suddenly starts turning left.
4. You swerve to the left to try and get round the front of the lorry
5. The lorry continues to turn
6. Unfortunately when you swerve to the left you automatically counterbalance the other way. This means as the side of the lorry comes towards you find that you are leaning against the side of the lorry
7. You start to slide down the side of the lorry until you fall underneath the lorry.
8. Moral if there is one, keep well clear of lorries as when they turn left they often appear to be turning right and visa versa and do not wear a mask. If I had been wearing one the lorry driver would not have heard my scream.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 8 and 22 October, 5 and 19 November, 3 December.

Meet at 10.10 a.m. at Finsbury Park overland station. Don't forget your Network Railcard or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue (7729 5409).

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 25 October and 22 November, 7 – 9.30 p.m.

Contact Gavin Killip (7607 1950).

£1 (50p unwaged) per session towards costs.

Meeting Dates

ICAG MEETS monthly at Islington Town Hall.

The next two meetings are 11 September and 8 October from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington, or just want to listen, please come along.

Agenda items for meetings should reach David Solomon (7275 7985 or solomon@math.kcl.ac.uk) by the Saturday before the meeting.

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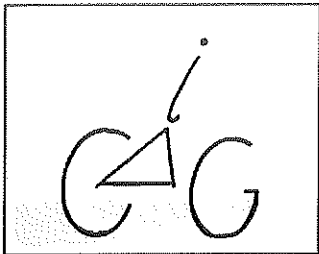
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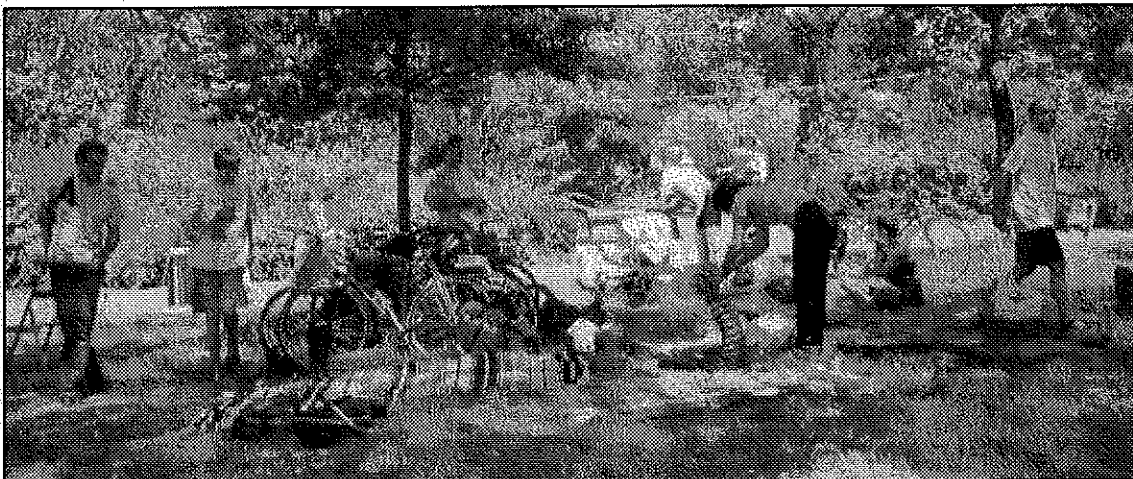
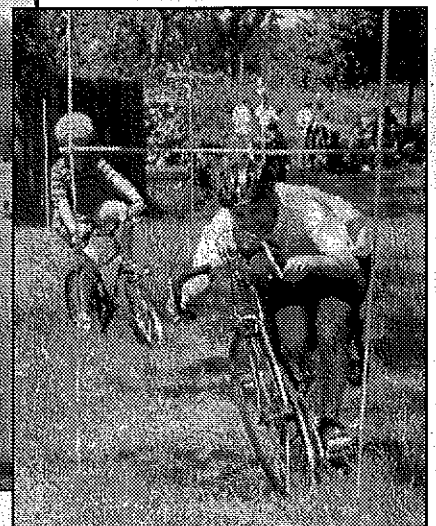
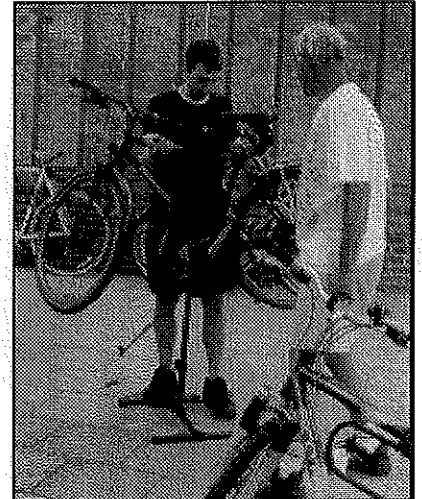
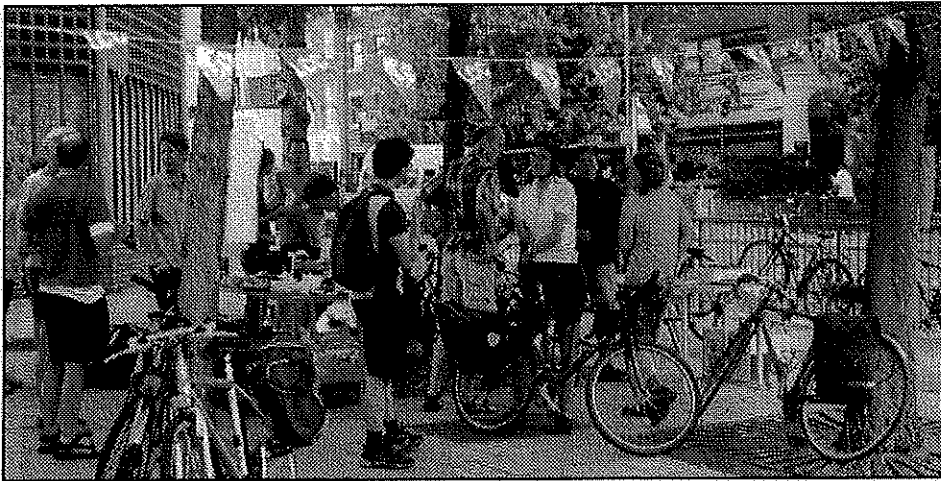
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August/September 2000

Islington Millennium Festival of Cycling in Photos



Photos courtesy of
Julia Williams and
Phillipa Major

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20 mph for London Campaign

ICAG will be writing to Meg Hillier, our Greater London Authority member, asking her to push for a 20 mph speed limit in Islington and the rest of London.

The aim is reduce the number of road deaths and injuries to cyclists and pedestrians and to provide a provide an environment conducive to cycling that slower traffic speeds would bring.

Finsbury Park Regeneration

AN EXHIBITION SHOWING ideas for improving the environment of the Finsbury Park area will be held at the Town Hall on Upper Street sometime in August (date to be confirmed) and at the Friends of Finsbury Park Festival on Sunday 20 August (which will be held in Finsbury Park itself). Give them your comments and help identify projects for the 6 year regeneration programme.

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 27 September, 7 – 9.30 p.m.

Contact Gavin Killip (7607 1950).

£1 (50p unwaged) per session towards costs.

Islington Ecology Centre: 191 Drayton Park N5 (by Arsenal tube). 2 August and 6 September, 7 – 8.45 p.m. In association with Chamberlaine's and Bikefix.

Call Islington Ecology Centre for details (7354 5162)

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Issue 22

June/July 2000

2000 MILLENNIUM FESTIVAL OF CYCLING IN ISLINGTON

Join us at ICAG's
Millennium Festival of Cycling
events:

Sunday 18 June

- ☛ **Feeder Ride** to the Cyclists' Picnic in Finsbury Park via local cycle routes. Meet outside the swimming pool entrance, Highbury Fields at 11.30 a.m. (Contact David – 7275 7985).
- ☛ **Cyclists' Picnic.** Meet in Finsbury Park near the café by the pond at 12 p.m. Includes Dr Bike (a free roadworthiness check for your bike and advice on any repairs needed) and a bike ride on the Parkland Walk. Bring food, drinks & games. (Contact David – 7275 7985).

Tuesday 20 June

- ☛ **Bike Breakfast** from 7.15 a.m. Junction of City Road, Goswell Road and Colebrooke Row. Free breakfast to anyone on a bicycle. Bike checks available courtesy of Mosquito Bikes. (Contact Alison – 7226 5427).

Wednesday 28 June

- ☛ **Self-help bicycle workshop** from 7 p.m. at the Sunnyside Community Gardens, corner of Sunnyside Road & Hazelville Road. £1 (50p unwaged). (Contact Gavin – 7607 1950).

Cycling Forum Makes New Political Links

THE SECOND Islington Cycling Forum took place on 16 May at Whittington Park Community Centre. The six-monthly forum brings together different agencies and activists involved in improving conditions for cycling and tackling more general transport issues.

With four local politicians present – two Councillors, one MP and our newly elected Greater London Assembly (GLA) constituency member, Meg Hillier – the debate focused very usefully on how London's new political landscape is changing. A new agency, Transport for London (TfL), will be responsible for bus

and trunk routes in the capital, and the need for coherent, integrated road schemes is clearly of prime importance. If TfL can work effectively with individual boroughs and on cross-borough routes, then we may see evidence of 'joined up government' in the form of more sensible road schemes. Ensuring that GLA members understand these issues – and the intimate link between transport and land-use planning – is part of the process.

The coming of the Mayor and the GLA have been viewed as a kind of Holy Grail for some time, with many different communities of in-

terest pinning their hopes for a brighter future on the new democratic structures. It's obviously early days yet, and the GLA itself doesn't start work until early July. But the combination of GLA and the Cycling Forum means that local transport issues are being discussed directly between Islington agencies and policy-makers at different levels for the first time. This in itself is some cause for celebration.

If you would like to attend the next Forum meeting in November, contact ICAG and we will add you to the mailing list.

Planning Workshop Update

SINCE OCTOBER 1999, ICAG has been involved in a series of planning workshops with Islington Council. The last *Islington Cyclist* explained the framework and some of the points for discussion. At the workshop on the 8 May several ongoing issues and a couple of new ones were debated.

Among the older issues were the cycle counts for which ICAG had agreed to provide some volunteers. However, the count schedules produced by the Council appeared far too onerous for a voluntary organisation such as ourselves. A compromise was reached: ICAG will perform fewer counts and Kevan Weaver (the Council's planning consultant) will provide training. Counting volunteers are still sought, so please contact Gavin Killip (7607 1950 (eve.) or gavin@gkillip.fsnet.co.uk) if you can spare an hour or two.

In September 1999, four Islington LCN (London Cycle Network) routes were audited by the consultants Oscar Faber with additional input from ICAG. In March, Kevan Weaver had distributed the resulting list of minor improvements ('signs and lines') now being implemented out of the remaining budget for 1999/2000. In May, Tony Smedley announced a first draft of the list of major improvements (junction redesigns, toucan crossings). This will be funded partly by the current 2000/1 budget (£100 k) while the remaining (£152 k) awaits approval and discussion with John Lee, LCN supremo.

At the March workshop, ICAG proposed that Islington participate in this year's European Car Free Day on 22 September. In May, the Council declared that the target date could not be met and that funding would be a problem. Our response: let's think about September 22, 2001 and seek alternative funding (e.g. from 'Health Action Zones') for this event of broad appeal.

In the last issue, we reported on the Council's promise to install 150 more cycle stands in the borough. ICAG's final draft of siting proposals is now imminent but the Council appears to have cold feet over funding such a number in the first year. ICAG will endeavour to hold them to their promise, borrowing funds from the Council's unpopular Nag's Head scheme if necessary.

Tony Smedley announced that he had (finally) located a map of road closures in the borough. He promised to forward it to ICAG so that we can assess the cycle-friendliness of the bypasses (gaps) etc.

Among new issues were the Rail Passenger Partnership and Business Link. The latter is an association of major businesses looking to provide cycle facilities around their sites with matching funds from GoL (Government of London). The Council has contacts with both of these groups. ICAG will follow developments.

Finally, with ICAG representation down, members are encouraged to attend meetings, especially if they can sit regularly. Please contact David Solomon first on 7275 7985.

Comments on Draft Funding Bid

IT'S THAT TIME of year again when local authorities put together their bids for government money to spend on cycling schemes. Islington Council has asked ICAG to comment on the cycling chapter of its draft Interim Transport Plan (ITP) for 2001/2. The comments we are sending them are summarised below.

Largely because of the Council's non-jurisdiction over many main roads, Islington have concentrated on cycle facilities on quiet back routes. This quite quickly leads to a rather limited world view, where cyclists get about on cycle routes only, even if that means long detours and a limited number of destinations that cyclists can get to 'safely'. ICAG prefers a change of emphasis. We argue that, while quiet back-street networks are useful to encourage new and less confident cyclists, main roads should be seen as valid routes in themselves. It would therefore be better to prioritise measures on main roads, such as advance stop lines, rather than developing short local links on back streets. ICAG is proposing that money could usefully be spent on advance stop lines, cycle stands (as an ongoing programme), and reviewing gaps in road closures to make them genuinely useful to cyclists. We are also suggesting that they pay more attention to sorting out existing danger spots as reported by local cyclists. There is also a need for much better signage on cycle routes, and the Islington cycling map is long overdue for an update.

ICAG welcomes mention of cross-borough liaison on the 7 Stations Route in this draft ITP. Genuine collaboration would be best served by boroughs agreeing to implement the route to a uniformly high standard, although this is by no means certain to happen. The use of different consultants in different boroughs will not help create a seamless facility. ICAG notes with regret that the quality of the original proposal for the 7 Stations Route – for a high quality, segregated route from Liverpool Street to Paddington – is in danger of being lost. In the 2001/2 submission talk should be of seeking funds to upgrade the route to a uniformly high standard and of co-ordinating with other boroughs.

Perhaps the most important of the Council's aims in the draft document is to cater for the "specific consideration of the needs of cyclists in the design of all traffic management schemes". This aim in itself would, if successfully implemented, make more of a positive impact than all the cycle-specific measures described in the document. If all traffic schemes were indeed designed with cyclists in mind, this would be very welcome. In fact, money is often spent on engineering which makes life more dangerous and inconvenient for cyclists (e.g. build-outs at pedestrian crossings, cycle routes blocked by parking bays, which force cyclists out into the path of following traffic).

ICAG members conclude that those responsible for highway engineering have a very poor

understanding of cyclists' needs, and that cycling schemes generally are under-resourced.

Finally, ICAG welcomes the proposed collaboration with the Council on cycle counts. Basic data on the numbers of cyclists is missing, which means that it is impossible to monitor the impact of cycle routes and other schemes. And since funding is dependent on being able to monitor progress, we see this as a first step towards more funds to improve conditions on the road. ICAG volunteers can help the Council get round the problem of finding resources to gather the data.

Cycle Workshop Dates

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Contact Gavin Killip (7607 1950).

£1 (50p unwaged) per session towards costs.

Islington Ecology Centre: 191 Drayton Park N5 (by Arsenal tube). 13 June and 11 July, 7 – 8.45 p.m. In association with Chamberlaine's and Bikefix.

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Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 4 and 18 June, 2, 16 and 30 July.

Meet at 10.10 a.m. at Finsbury Park overland station. Don't forget your Network Railcard or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue (7729 5409).

Meeting Dates

ICAG MEETS monthly at Islington Town Hall.

The next two meetings are 14 June and 12 July from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington, or just want to listen, please come along.

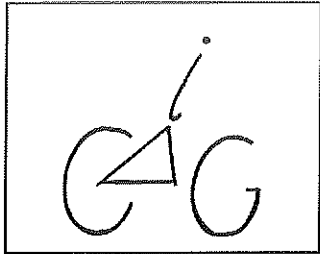
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Issue 21

April/May 2000

Cyclists Swept Aside on London Bus Scheme

THE INTRODUCTION of an almost continuous bus lane along Holloway Road has largely ignored the needs of cyclists.

The bus priority scheme, from Archway to Highbury Corner, was devised by the Traffic Director for London and is a pilot project for the next generation of bus lanes in London.

ICAG are concerned about safety at the major road junctions, around the bus stops and at various pinch points (where the bus lane narrows). The in-flow bus stops create perceived and real danger for cyclists, as they are forced to move into the path of following traffic in order to pass buses.

The section of road between Holloway Road tube station and Waitrose is extremely wide and would have allowed the building of segregated cycle lanes into the new, much wider pavements. This wonderful opportunity to provide the Nag's Head with cycling facilities to the high standard of those in Amsterdam and other European Cities has been missed.

Other parts of Holloway Road are not wide enough to accommodate a bus lane but are wide enough to accommodate a cycle lane. However, despite the fast moving traffic, only a very short section of cycle lane is being introduced.

Last year, during the consultation for the proposed continuous bus lane, Islington Council and ICAG wrote to the Traffic Director for London asking for the needs of cyclists to be properly addressed. Detailed drawings for the scheme were released by the Traffic Director's office in January, only days before work on the scheme commenced. Consultation periods had been reduced to the statutory minimum so that work could be completed in advance of the GLA elections.

Two weeks ago a woman contacted ICAG to say that she thought that she could no longer cycle along Holloway Road because it is now too dangerous. However, the Government wants to double the amount of cycling within

six years (against a base year of 1996) and double it again by the year 2012.

Many cyclists have contacted the Traffic Director's office about the scheme. The TfL's office argues that the primary objective of the scheme is to improve the route for buses. However, this view is incompatible with the Government's 1996 *National Cycling Strategy*, which recommends that "an integrated approach is needed that maximises the opportunities for sustainable transport modes, rather than one mode in particular." This was subsequently endorsed in the Government's 1999 white paper *A New Deal for Transport*.

Jeremy Corbyn MP and George Allan, (Islington Council's Chair of Environment and Conservation), both cyclists, are writing to the Traffic Director for London about the scheme.

Although Holloway Road is daunting to some cyclists, many prefer to use it because of the absence of parked cars and the lack of direct, alternative routes.

Planning Workshops

IN OCTOBER 1999 ICAG was invited to participate in its first planning workshop with Islington Council.

Three or four members have since met monthly with Tony Smedley, manager of Transport and Construction, and Kevan Weaver of IBC's 'Project Centre' consultancy.

The main spur for this new departure was apparently the Council's desire for ICAG's input in planning its longer term Cycling Strategy. Theoretically, the latter determines the development of Islington's cycle route network and similar facilities. More concretely, the Council's Interim Transport Plan (its annual funding bid to central government) figures largely in all the workshops. In October, we reviewed the ITP for 2000/1 including bids for the Nag's Head Demonstration Project and improvements to Route 7 amongst others.

The ITP for 2001/2, due for submission this July, will include the first-stage implementation of the Islington section of the '7 Station Route'. (Like all facilities involving the London Cycle Network the latter will qualify for special 'ring-fenced' funding).

There is a presumed 'quid pro quo' underlying these workshops: As well as reviewing the ITP and giving input, ICAG's part of the bargain includes participating in activities, e.g.

providing cycle counts and a list of cycle-stand sites (see this issue) that will undoubtedly save the Council time and money. (This contribution is made all the more valuable to the Council since it lost its Cycling Officer last year). In return, the Council has welcomed our list of cycling blackspots, will install the cycle-stands and listens patiently to ICAG's criticism of dubious projects such as the Nag's Head.

But yes, the latter was planned before the workshops started. And yes, the current, heavily criticised implementation of the 43 bus super-route on Holloway Road is the Traffic Director's responsibility, not the Council's. So the bargain remains largely untested.

Do the workshops, therefore, mark a real change in Council attitudes, a new willingness to listen and act upon cyclists' views? The answer depends to some extent on ICAG.

While the workshops may not themselves be evidence of such a change, they do provide an opportunity to put our case as clearly as possible. And perhaps, just perhaps, they could provide a lever, which, if used skilfully, could move ideas along a little. What we really need is for the Council to change its planning priorities and accord to cycling an importance that reflects its true potential to benefit Islington.

Help with Cycle Counts

THE INTERIM Transport Plan for 2000/1 points out the need to monitor cycle use. This is to inform the provision of facilities and to assess progress towards the Council's declared aim of a 10% modal share for cycling by 2012.

★ ★ ★ Could you be our Press Officer??? ★ ★ ★

Our current press officer is standing down which gives **you** the opportunity to get involved with the group.

As with all ICAG roles this one is flexible, but would involve helping to prepare press releases and monitoring local press coverage of cycling-related matters.

If anyone has these skills, or would like to acquire them, then please contact Doug Angus for more details (020 7354 5832 or icag@precise-ltd.demon.co.uk)

However, the Council also noted a scarcity of resources to pay for professional cycle counts. In a spirit of co-operation towards a common goal, ICAG has agreed to supply people while the Council supplies equipment and a list of times and places for the counts.

Volunteers are now needed to carry them out before the end of May. Anyone who can spare an hour or two to help, please contact Gavin Killip (020 7607 1950 (eve.) or gavin@gkillip.fsnet.co.uk).

Cycle Stands: Where needed?

While sub-standard or non-existent cycle routes put cyclists in physical danger, our psychological wellbeing is more often threatened by the maddening absence of anywhere to park our bikes safely while doing a spot of shopping in Islington.

Following the Hackney group's exemplary cycle stand drive, ICAG has obtained a promise from Islington Council for 150 new Sheffield-style stands in the borough. We supply the list of sites, they install the stands. An e-mailed request for ICAG members' site suggestions resulted in a first bag that has been collated. More suggestions are always welcome, particularly as the 150 stands are only the first year's target.

To place them at your favourite locations, contact David Solomon (020 7275 7985 or solomon@math.kcl.ac.uk).

Finsbury Park SRB

The Finsbury Park Partnership, which is managing the Single Regeneration Budget (SRB), is now looking at bids for the Year 2 projects. The main project of the Transport "Theme" of the SRB (on which ICAG is represented) is the closure of Station Place outside Finsbury Park station.

Architects have been asked to prepare plans for this which will be on public display in June and they organised walk around the area with various representatives of the Transport Theme.

If anybody has any proposals about this area that they would like to put forward, please let me know as soon as possible as the initial report is being written now. It has been stressed that it is important to integrate cyclists into the pedestrian area and have a cycle route through it, as well as more cycle parking including a secure, long term area. Alison Dines (020 7226 5427).

Comment

From Dr Sebastian Lucas

It is sad to read again about another cycling death on the streets of London (IC issue 20). You say there are no new lessons to be learned, and most such deaths are from being run over by a large vehicle turning left.

But you and we are missing the obvious point. Lorries and other large vehicles are not

going to go away from London; their drivers are not usually speeding when these turning accidents happen (lorries cannot turn that fast), and their vision for us cyclists is poor.

So we should not put ourselves in the position that we can get injured: stay away from the insides of large vehicles when left junctions are coming up. I really think that we must take responsibility for our actions, and this is a very obvious one.

Personal note: I have commuted in London by bike for nearly 30 years; my first and so far only brush with a left-turning lorry (which shredded my pannier bag, but luckily little else) taught me to keep in the right place, and assume that large vehicles are always going to turn left on me.

Adrian Williams replies:

I agree that heavy lorries are going to stay on the roads and we have to take account of them at every junction. They are big enough to see and loud enough to hear so there is no excuse for being surprised.

I regard the current fashion for moving to the front of a stationary traffic queue as the greatest source of danger to cyclists but I don't have real evidence. Advance stop lines lead cyclists (with or without motors) to think they have a right to be at the front of a queue. They thus put themselves in danger from vehicles jumping lights across their paths and from heavier vehicles turning left without the driver seeing them. I think they are useless without advance traffic lights to go with them.

The safest attitude is to assume some ability to overtake stationary queues but not to go right to the front and to always have an escape route if a heavy vehicle makes an unexpected movement. I have tried arguing this in a letter to London Cyclist a few years ago but I got no support in writing. I have ridden round inner London for over 30 years without being knocked off by a vehicle. That has not been achieved by copying younger cyclists who want to push their way to the front of traffic queues including lorries.

The attitude that cyclists should try to move to the front has spread from motor cyclists to pedal cyclists and spread all round the world. I think that pointing out the danger from left-turning lorries in GB is not going to convince many people now to avoid creeping up the nearside and putting themselves in danger. Any ideas to achieve that end are welcome. I think it will take many years and many more deaths before enough evidence is accumulated to show most people the dangers of advance stop lines and moving to the front of a queue.

ICAG Email List

IF YOU CAN'T WAIT for the next issue of *Islington Cyclist* then why not subscribe to the ICAG email list?

30 LCC members in Islington have already decided to do just that and are now able to ask advice, make contributions to debates and find out what's happening with cycling in the bor-

ough as it unfolds.

So how does it work? You send an email to the group address and the message is passed to all subscribers. Only subscribers can post messages and you also have the ability to look at the web-based archives to get a flavour of what's gone before.

We are also starting to use the facility to put documents such as minutes and consultation responses on-line.

Worried about being flooded by emails? Traffic is very light, averaging less than one posting a day and if that's too much you can choose to have a digest or switch to web only. That means you choose when to look at what's been posted.

If you've read this far, it's a fair bet you're interested, so email us right now at icag@precise-ltd.demon.co.uk and we'll set you up straight away!

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 26 April and 24 May, 7 - 9.30 p.m.

Contact Gavin Killip (020 7607 1950).

£1 (50p unwaged) per session towards costs.

Islington Ecology Centre: 191 Drayton Park N5 (by Arsenal tube). Wed 12 April and Tues 9 May, 7 - 8.45 p.m. In association with Chamberlaine's and Bikefix.

Contact Sarah Tibbatts (020 7354 5162).

£1 (50p unwaged) per session towards costs.

Maintenance course: starts 24 May for 5 weeks at the Islington Ecology Centre. Suitable for beginners. £30/£25 concessions. For details, contact Sarah Tibbatts (020 7354 5162).

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight - 9 and 23 April, 7 and 21 May.

Meet at 10.10 a.m. at Finsbury Park overland station. Don't forget your Network Railcard or to 'borrow' a ride on your best friend's!

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For more details, contact Sue on (020 7729 5409).

Meeting Dates

ICAG MEETS monthly at Islington Town Hall.

The next two meetings are 12 April and 10 May from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington, or just want to listen, please come along.

Agenda items for meetings should reach David Solomon (020 7275 7985 or solomon@math.kcl.ac.uk) by the Saturday before the meeting.



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Issue 20

February/March 2000

Strong Support for Council's Transport Strategy

AT JANUARY'S ICAG meeting we were pleased to welcome Steven Wood, from Islington Council, who presented the preliminary results from the recent *Making the Connections* questionnaire.

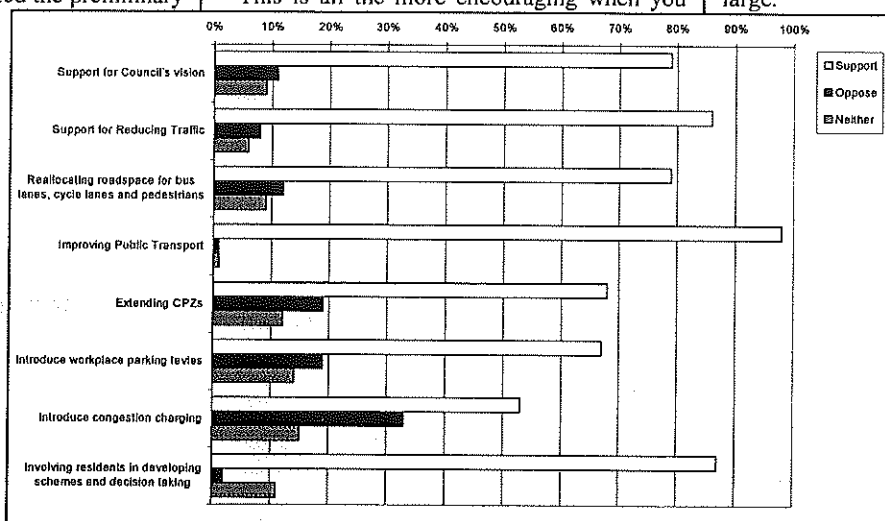
At the time the analysis was done there had been 1,300 responses to the leaflet/questionnaire from the 65,000 households and businesses in Islington. Although this gives a response rate of only 2% Steven said this was not unusual for a consultation concerning strategy rather than more concrete schemes.

Looking at the results, there is strong support for the transport strategy with 2/3 or more supporting seven of the eight points presented.

Even the eighth point 'Introduce congestion charging' is supported by a majority of 53%.

This is all the more encouraging when you

respondents represent a higher proportion of car owning households than the population at large.



If you focus on responses from car owning households, you find that support in all categories is lower than for non car owning households, but that the seven points still have the support of 64% or more of respondents.

On congestion charging, there are 44% in favour, 40% opposed and 16% who neither support or oppose.

In conclusion, Steven said that the results provide a mandate for the transport strategy and once

look at the make up of the respondents. To the questions "Do you own or have access to a car?", 63% said yes. Only around 40% of households in Islington own cars, thus the

all the remaining 100 or so responses are related they will need to be well publicised.

Islington Cycling Forum

THE INAUGURAL MEETING of the Islington Cycling Forum took place at the Islington Ecology Centre on 19 January. Intended as a way of bringing together a wide range of people interested in cycling issues, the meeting was generally judged to be a success, as engineers, educationalists, local politicians, campaigners, the police and road safety officers swapped news, ideas and telephone numbers.

The Forum was first mooted by Jeremy Corbyn MP at last summer's launch of ICAG's manifesto. It was obvious then that lots of people are working on cycling issues locally, but they don't always know about what other people are doing. The Forum is intended as a six-monthly meeting for anyone with an interest in cycling in Islington.

The first session had an agenda set by the participants. It began with a debate on broad issues such as how best to promote cycling and the achievability (or otherwise) of national targets for increasing the numbers of bicycle journeys. From there, the talk homed in on specific local projects, such as the walking bus at Yerbury Primary School and how to get more cycle parking installed.

Overall, the meeting avoided the trap of being just a talking shop. Agreed actions included looking at trying to get lottery funding for bike maintenance and/or cycling proficiency under the New Opportunities Fund's Out of School Hours programme; co-ordinating re-use of unwanted parts from bike shops in Paul Standeven's Cycles for Kosovans project, which has grown from strength to strength in recent months.

ICAG volunteers again offered to help the Council do systematic cycle counts as part of a longer-term goal to get more funding for cycling (if you can't measure increases in cycle numbers, you don't get funding; if you don't have base-line data, you can't measure increases).

If you wish to attend the next Forum meeting (provisional date: 16 May) or if you just want to find out more, please call Gavin on 020 7607 1950.

Response to LCN Report

AS REPORTED in the last issue of *Islington Cyclist*, ICAG has a copy of consultants Oscar Faber's report on four of the London Cycle Network (LCN) routes in Islington. The report was provided by the LCN project manager who had commissioned consultants to undertake a quality audit of the LCN in each of the London boroughs.

ICAG wishes to respond to the document and have decided to ride each of the four routes before our next meeting on 11 February.

If you would like to assist in this process please contact the following to make arrangements:

John Ackers (020 7690 7263) for LCN route 7, Crouch End (Hazelville Rd) to Smithfield (St. John St)

Alison Dines (020 7226 5427) for the LCN route Finsbury Park (St. Thomas's Road) to Camden Town (Market Rd)

David Solomon (020 7275 7985) for LCN route 6, Crouch End (Hatchard Rd) to Camden Town (Hungerford Rd)

(Note: LCN route 8, Dalston (Northchurch Road) to Clerkenwell (Margery St), has already been reviewed.)

Seven Stations Link

THE SEVEN STATIONS Link (SSL) is a proposed cycle route connecting 7 rail termini. Islington Council has produced plans for its section between King's Cross and Liverpool Street which have gone out to public consultation.

Representatives of ICAG, Hackney and Camden groups all attended a recent exhibition of the proposed route at Finsbury Library and provided feedback to Project Centre consultants who have designed Islington's section of the route.

The SSL is the brainchild of the Camden Cycling Campaign and more details of the whole route can be found on its web site at www.greengas.u-net.com/SevenStns.html

Inquest On Deceased Cyclist

THE LATEST cyclist killed in Islington is believed to have been Pinches Grossman killed at the junction of Farringdon Rd and Clerkenwell Rd on 28 January 1999. The inquest took place on 1 November and reports appeared in both local papers on 4 and 5 November. This report adds extra detail heard at the inquest.

The cyclist lived in N4 (not LBI) and rode to work regularly. He was on a lunchtime trip with destination never specified. The lorry driver got lost south of the river, came north by accident and had difficulty finding a place to turn around legally. He decided to turn left at this junction and the front of the lorry crushed the cyclist. Massive head and internal injuries were not detailed in court to spare the relatives in attendance.

Witnesses contradicted each other about which side of the lorry the cyclist was on. It seems obvious to us as observers, and was accepted by the court, that he was on the near-side and was intending to go straight on. How exactly he was hit and dragged under the lorry will never be known. The usual discussions about the mirrors on the lorry took place with talk of a blind spot and the difficulty of the driver looking ahead and to both sides at once. The driver was accepted to be turning slowly in a lorry that was in good working order (as tested by the Police at East Finchley).

The cyclist was over 30 and the driver was over 40. Both were believed to be in good health and not impaired by drink or drugs. Weather was good and there were no extra factors at the site apart from scaffolding on a building which obstructed visibility in some directions but was not judged to have influenced this collision. Two witnesses said the cyclist was standing on the pedals while trying to push himself away from the lorry.

The driver is not due to be prosecuted for any offence relating to this incident and there is no apparent new lesson to be learnt. Yet another cyclist was killed in the way that most die in central London, run over by a large vehicle turning left. Verdict: accidental death.

Cycles for Kosovans

By Paul Standeven

SINCE APRIL last year I have been running the 'Cycles for Kosovans' project. So far, I have repaired about 110 bikes, with some assistance, for giving to Kosovan asylum-seekers in the UK.

The project was inspired by the suffering of people expelled with great violence from their homeland, and who, under current UK legislation, receive food vouchers but very little money.

The current storage space must be cleared by 10 February, due to renovations. Replacement storage is urgently needed and also transport to move bikes.

A cycle trailer would also be useful for collecting parts.

If you can help, please contact me on 020 7690 7134.

Covered Parking

IF YOU SEE a car with a tarpaulin over it, it may not just be an owner protecting their vehicle. It could be an illegal parking stratagem.

One such car has been in an important cycle lane in Skinner Street, Finsbury, leaving cyclists to swerve dangerously into fast-moving motor traffic.

Drivers are using this tactic because, legally, a parking attendant may not lift the cover without taking the precaution of having a witness present to confirm that no damage is caused. The witness has to be someone other than the parking attendant.

Understandably, this is labour intensive so some drivers are using the tactic to park where they should not, thinking that they are safe because of the organisation necessary for a combined parking enforcement visit.

If you see a shrouded vehicle where it should not be ring the Parking Service on 020 7477 2390 or fax them on 020 7251 4435.

More Bike Parking – but where?

THERE CAN BE few things more annoying than when you get to your destination and find that there is nowhere to lock your bike.

Islington Council can put in about 150 cycle stands a year but would like you to tell them where to locate them.

Let us know where you would like see cycle parking facilities in the future and we will pass the details on. Our contact details are at the bottom of this page.

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Contact Gavin Killip on 020 7607 1950.

£1 (50p unwaged) per session towards costs.

Stop Press: A new maintenance course is being run for the first time this year at Islington Ecology Centre, intended for those who want to learn more about how the bicycle works and how to keep it running smoothly. For details, contact Sarah Tibbatts on 020 7354 5162.

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Any item that you wish to raise should reach him by the Saturday before the meeting either by e-mail (solomon@math.kcl.ac.uk) or at his home telephone number (020 7275 7985).

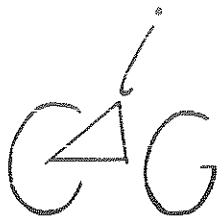
Please include your name and the approximate time that you think will suffice for discussion of the item. A very brief explanation of any relevant background to the item and your contact number/address would also help, if they are not already obvious.

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Issue 19

December 1999/January 2000

Council Consulting on Borough Transport Strategy

ISLINGTON COUNCIL has recently launched *Making the Connections* – its transport plan for the Borough. This sets out the transport strategy for the next ten years with the emphasis on sustainability – clearly of great interest to cyclists, as cycling is the second most sustainable transport mode after walking and the most energy efficient.

The Council are consulting all residents and businesses in the Borough on the strategy via a

leaflet and pre-paid questionnaire. This leaflet is supposed to have been delivered to all

the Council's 24 hour answer phone hotline on 020 7477 2806.

4 steps to give your transport views with 1 minute's effort:

1. Do you have the *Making the Connections* leaflet? If yes go to 3.
2. Call 020 7477 2806 (24 hour answer phone) **now** to get a copy.
3. Put 12 ticks on the pre-paid questionnaire.
4. Post the completed questionnaire.

The original date for returning the questionnaire was 30 November, but this has now been extended to 10 December.

The questionnaire needs only 12 ticks so please complete and return it. A minute of your time now could help set the direction for transport in Islington for the next ten years.

households in Islington but there appear to have been some problems with the distribution. If you have not received a copy please phone

the Council's 24 hour answer phone hotline on 020 7477 2806.

Council Workshop

By Claire Caffrey

ARGUABLY CYCLING should be at the forefront of any transport policy, in reality this is not always the case. A few others and I have hit this reality after a meeting with the Council concerning the Interim Transport Plan mentioned in the last newsletter.

So I suppose I should enlighten you as to why I have this view of reality. Well, by 2012 cycling should comprise 10% of the total number of journeys in the Borough. This was our first bone of contention; is this realistic? These figures need to be broken down in to yearly targets that are achievable, with actual policies to implement these airy-fairy numbers. The yearly target arrived at was about a 1% increase every year. The main thing that came up was that we needed to have an idea of what the current figures are in terms of cycling journeys. What is needed is a series of cycle counts, with which we will definitely need your help. Please let us know if you can assist.

The other part of the discussion centred on demonstration projects, for example Nags Head. This project was mentioned in the last newsletter with a certain amount of disdain. The art of diplomacy was used to pass on our concerns to the Council. Given this, we tried to widen the scope to include the improvements from Archway to the Angel. If any of you have burning issues concerning this route I would encourage you to join us at one of the meetings, or let someone know who will be attending the meeting. Any input is gratefully received as we do have illusions towards democracy.

Finally, we broached cycling black spots in the Borough. Basically, we passed on a long list to the engineer, so keep your fingers crossed if you informed me of a black spot.

There is still time for you to pass on any black spots on your regular trips, I am still accepting any areas that you think as a cyclist are problematic. Moreover, if there have been any improvements do let me know.

Please contact Claire Caffrey on the ICAG email list or ms_c_caffrey@hotmail.com or by phone on 020 7607 1349.

LCN Consultants Report

IN RECENT MEETINGS with Council Officers, ICAG representatives had been critical about the quality of the existing cycle routes. We had asked questions about the minimum standards of a route before it could be declared to be officially part of the LCN. The LCN design manual obviously sets some standards but it appears to give the designer a lot of latitude.

So we were rather surprised when the Council announced that four of Islington's cycle routes were being quality audited by consultants Oscar Faber. We now have a copy of that report and it identifies a large number of problems with all four routes.

On LCN route 7, Crouch End to Smithfield, the report correctly identifies problems at the Seven Sisters Road / Hornsey Road junction and Hornsey Road / Benwell Road junction.

The final comment about this route is "It is worth noting at this point that the problems on this route are likely to discourage its use by less experienced cyclists". So much for doubling the number of cycle journeys by 2002.

On LCN route 8, Dalston to Clerkenwell, the report notes the double parking which blocks the cycle lanes.

On the Finsbury Park to Camden Town LCN route, the report notes that parking islands and parked cars narrow the carriageway "making

cyclists vulnerable to side swipe or shunt type accidents".

On LCN route 6, Crouch End to Camden Town, the report states that double car parking on the route forces cyclists out into the carriageway and that legally and illegally parked vehicles reduce visibility and block cycling gaps.

The report states that on two of the routes there is a lack of formal provision for cycle parking. On the other two routes it states that "there is no formal provision for cycle parking at any point on the route".

The report is equally scathing about signing along the routes. On one section of route 7, the report says that west of Holloway Road "there is little indication of the route destination or confirmation that this route is part of the LCN".

If you would like to see the ICAG copy of this report, contact John Ackers on 020 7690 7263.

Tools for Sunnyside

AT PRESENT we help to run workshops for 6 months per year at the Ecology Centre and 10 months per year at Sunnyside Community Centre.

The Ecology Centre bought its own set of tools last year so we don't have to carry much there for each workshop session. Now we are working on buying a set of tools for Sunnyside – with their source of funding – to our mutual benefit.

Finsbury Square Contraflow

A CONTRAFLOW for cyclists on the one-way south side of Finsbury Square is set to be in place by next May according to new council plans.

Pavement Cycling

A personal view from Gavin Killip

A LOT OF people walking on pavements are frightened by cyclists zipping past them or knocking into them. It is wrong for cyclists to do it, and there is no excuse for such intimidating, dangerous, selfish behaviour – whether by cyclists, motorists or anyone else.

If there are to be spot fines for cyclists infringing traffic laws, then there should also be spot fines for motorists who break the law. A car doing 40 mph in a built-up area is much more dangerous than a bike on the pavement, and the penalty should really be fixed according to the likelihood of hurting or killing someone. If pavement cyclists are to be fined £20, then speeding motorists should really get points on their licence – say 1 point for every 1 mph. That means twelve points – which means a ban – if you get caught twice doing 36 mph in a 30 mph area.

Pavement cycling is being targeted partly because it is easier to do something about it than to tackle speeding cars.

The inevitable consequence of speeding is road death – roughly 3500 people die on Britain's roads every year in traffic accidents. Let's crack down on pavement cycling, by all means, but let's not ignore the other much greater dangers on our roads.

ICAG's Cycle Rack

By Adrian Williams

IN EARLY JUNE the original part of the cycle racks outside the Town Hall was removed. This seems a good time to tell current members how the rack there became the unusual style that it was and combine it with a bit of the history of ICAG.

The first meeting of ICAG took place in the Old Registry Office, now a private residence, at the corner of Liverpool Rd and Barnsbury St, on Wednesday 30 June, 1976.

One of the topics under discussion was the creation of new designs of cycle racks in place of the old style which gripped wheels. There were two problems with old styles: they led to bent wheels if the bike was knocked or sat on while in the stand and they did not easily allow the chaining of a bike frame as well as both wheels. We wanted a strong frame to support the bike and maintain security against both accidental damage and theft. I volunteered to work on that problem in association with a lecturer in engineering at the North London College of Further Education (NLCFE).

The basic premise was that we had to design a frame high enough to support a bicycle upright. Bikes come in different shapes and sizes but they (nearly) all have a saddle available to lean against a pole. The minimum requirement was a vertical pole at least 4 feet high with an obstruction at the top to stop a chain being slid off the top. Why not combine two vertical poles with a crosspiece or make a single loop

of steel with both ends sunk in concrete? We were on the way to creating the same pattern as has become commonly known as Sheffield racks but someone else got there first. We agreed on tubes and not rods but when it came to making prototypes there was a question of who paid.

No one in the early ICAG wanted to lay out money for a prototype and the Council Officers agreed to finance up to £200 to try things but it took a long time to get the money agreed. In the meantime we had two of the simpler types made at NLCFE which were the original cheap version of a vertical pole with a disc of steel to block the top. One of them had a length of chain attached about halfway up to allow users to avoid carrying the weight. You could carry a padlock and use the attached chain round the seat tube and rear wheel of your bike. Those prototypes were delivered to a council site somewhere in Islington and have never been seen again.

The longer we talked about racks and money the more finance became available so when it came to commissioning something to fit outside the Town Hall the Council went for the high fitting, known to them and us as the hitching rail. It was not intended for bicycles to be parked alongside it but for up to 8 bikes to be rested alternately by saddles on the vertical poles. Saving money was still an objective. This was the cheapest solution to a set of secure vertical poles with no rough edges left, in the space available to hold the maximum number of bikes with minimum maintenance costs and it could be made by Council staff out of the same fittings as they used for railings in the street.

The spacing of the verticals on our hitching rail allowed 2 bikes to fit between them easily.

If we had had more money available a little earlier in the 1970s we would have had a taller style of Sheffield racks fitted and people in Sheffield would be talking about Islington racks! Possibly they would cost slightly more but not much compared to all the other costs involved in fitting them.

Why make them taller? Look at a bike attached to a Sheffield rack. They are too low for handlebars or saddle to rest against the rack so you have to lay the frame tubes against the galvanised steel of the rack and get your paint scratched.

I would not mind the removal of our hitching rail if all the racks at the Town Hall were replaced by taller structures than other Sheffield racks and they do exist. There are a few places where higher decorative structures are fitted (not in Islington) but they are rare. To see the best racks in Islington visit the Whittington Hospital, outside the A&E building, just off Highgate Hill.

More common is the stupidity of fitting sub-standard Sheffield racks close to a perfectly good set of railings which are better for chaining your bike to. (Better in the sense of supporting the bike frame at saddle and handle bars with no damaged paint and less likelihood of other damage). There is also the case of the

University of North London on Holloway Road which fits flimsy-looking wheelbenders next to a long line of railings.

The combination of poor Sheffield racks and good railings leads to the sort of mess we see at Highbury Corner where many people chain their bikes to railings alongside a busy narrow footway and obstruct pedestrians, rather than chain their bikes to nearby Sheffield racks which offer no obstructions. If the Council has money to spare for racks it should start at Highbury Corner by replacing the low ones with higher versions.

So, our hitching rail has gone but they do still exist in London, on one site at least. Outside the Royal Festival Hall, under steps leading up from ground level, there are two hitching rails in a position where Sheffield racks could lead to difficulty getting in or out of a confined space.

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 26 January, 7 9.30 p.m.
Costs for any session: £1 (50p unwaged) towards costs.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 5 and 19 December, 2, 16 and 30 January.

Meet at 10.10 a.m. at Finsbury Park overland station. Don't forget your Network Railcard or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue on 020 7729 5409.

Meeting Dates

ICAG MEETS monthly at Islington Town Hall.

The next two meetings are 8 December and 12 January from 7.30 to 9.30 p.m.

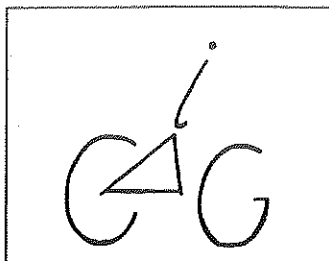
At December's meeting we will confine the business to one hour so that we can eat mince pies at the last ICAG meeting of the millennium.

If you've something to say about cycling in Islington, or just want to listen, please come along.

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Issue 18

October/November 1999

Council Seeks Closer Relationship with ICAG

At September's ICAG meeting we welcomed Tony Smedley, LBI's Transport Construction Manager, and Kevan Wheeler, a consultant from the Project Centre.

Tony explained that his group was responsible for cycle routes and facilities in the borough.

Kevan has been brought in to help develop Islington's cycle routes and was previously the cycling officer for Berkshire and Reading. In addition, he has worked with Kensington and Chelsea, Southwark and Westminster local groups and Councils on their cycle routes.

Given that the recent round of Council budget cuts has reduced Transport Department staff numbers from 27 to 17 (including the loss of the cycling officer) Kevan's contribution is welcomed.

There is to be much more emphasis on how transport plans, including provision for cycling, are monitored. The proposed before and

after measures need to be in the submissions made to central government for funding. If there is no monitoring there will be no funding (and, we suspect, more job cuts).

As such the Transport Department wish to consult with ICAG on the cycling section of the Interim Transport Plan (ITP) for 2001/2002. The plan needs to be submitted to central government by July 2000.

ICAG representatives have accepted an invitation to an afternoon workshop on 20 October to kick off the consultation process. This has the potential to be of great value to us, because in the past we have been given very little time to comment on Council proposals. This time we should be in at the ground floor.

There were also a couple of specific requests of how we can provide input to the Council.

The first is to produce a 'snagging list' of the problems we see with the current cycle net-

work and cycle facilities. Who better to provide this information than our members?

So the next time you're using your bike on your regular trips and you come across a facility, junction or route that you believe has problems then let us know.

Send your issues (with suggested solutions, if you have some) to:

ICAG, c/o 68 St. Peter's Street N1 8JS

or email icag@precise-ltd.demon.co.uk

We will then collate your responses and pass them on to the Council.

The second request is for ICAG to participate in cycle counts to assist the Council in the monitoring aspects of the ITP. We would like to put together a list of people willing to help at some time in the future. With enough people we only need an occasional hour or two of your time, so if you are interested please let us know.

ICAG Launches Manifesto for Cycling

THE LAUNCH OF ICAG's *Manifesto for the Next Century* on 12 June marked the start of Bike Week in Islington.

MP Jeremy Corbyn and Councillor George Allan spoke to an audience of around 40 people at the Ecology Centre. The speeches were followed by questions from the floor to ICAG representatives.

The 10 point manifesto was written to inform the general public of ICAG's policies for improving cycling conditions in Islington. Printed copies have been produced in a neat A6 format and are available from David on 0171 275 7985.

The manifesto points are reproduced below; let us know what you think.

Everyone agrees that something needs to be done about traffic congestion and pollution. Cycling is quiet, non-polluting, energy efficient, cheap, healthy, fast, and – given the right facilities – enjoyable. Yet many local people are deterred by the poor conditions and dangerous roads. We want to see cycling become safer, more secure, and actively promoted as part of a sustainable answer to Islington's worsening traffic chaos.

HOW CYCLING COULD BE SAFER

- 1) Reallocate road space to allow smooth flow of cycles, buses and pedestrians. This would discourage car use in accordance with Council policy and would help achieve government targets on Road Traffic Reduction.
- 2) Create more cycle lanes, designed to London Cycle Network standards, and properly maintain existing ones. There should be contraflow cycle lanes along one way streets in line with Council policy, and 24-hour cycle lanes along all main roads.
- 3) Improve safety at junctions. Most bike accidents happen at junctions. Advance stop lines and cycle-only traffic lights help cyclists keep out of danger.
- 4) Limit on-street parking. More parking space only attracts more cars, and diagonal parking spaces are dangerous when cars back out blind. Parking restrictions in cycle lanes must be enforced.
- 5) Reduce the speed limit from 30 mph to 20 mph. This will reduce injury, improve traffic flow, create a better environment for cyclists, and improve quality of life for all. Speed limits must be enforced.

HOW CYCLES CAN BE KEPT SECURE

- 6) Provide adequate secure cycle parking throughout the borough in accordance with Council policy. Priorities include shopping areas, bus, tube and train stations. Theft and the fear of theft deter many potential cyclists.
- 7) Make secure cycle storage a condition of Council planning permission for all new development and redevelopment in line with London Planning Advisory Committee recommendations.

HOW CYCLING COULD BE PROMOTED

- 8) Run & promote cycle training courses for all ages in accordance with Council policy.
- 9) Actively Promote the Safe Routes to Schools Campaign. We need to break a vicious circle – parents drive children to school because there are too many cars on the road for them to walk or cycle safely.
- 10) Encourage local employers to produce Green Commuter Plans and provide secure cycle parking and changing facilities. Studies have shown that good quality facilities attract users. Employers and employees benefit from a proper look at healthy and efficient ways of travelling to work.

At the Round Table ...

IT IS NOW TWO YEARS since Islington Council created its Sustainable Transport Round Table. The STRT includes Councillors, Council officers and representatives from ICAG, the Chamber of Commerce, LA21, Islington Friends of the Earth, the Islington Society and the Clerkenwell Community Trust etc. After thirty meetings, has it made any difference? Well, yes and no.

The Council now has a decent set of sustainable transport policies that have been ratified by Councillors at the appropriate sub committees. The strategy identifies a hierarchy of road users with pedestrians and cyclists near the top and motorists positioned somewhat lower down.

In addition, the strategy recognises that road space should be correspondingly allocated to higher priority users. The best news is that key transport policies, such as cycle parking outside new developments, have been included in the new Unitary Development Plan which is currently On Deposit.

All good stuff but when are we going to see some changes on the ground? The Council's 1999 Interim Transport Plan, just about to be submitted to Government Office for London, is the first time officers have had to make use of the new strategy. In terms of cycling, it is very disappointing.

The Plan includes the cross borough work on the London Cycle Network and the Seven Stations Cycle Route. Then all that remains is the 'Nags Head Cycle Demonstration Project' which involves altering the road closures in Annette Road at the back of Waitrose and Safeway so that cyclists can pass through them.

This is a very nice little scheme and it is great for the local school kids but it is hardly going to make motorists jump onto their bikes. Once again, cyclists are expected to take indirect routes around the back streets. This is not what the new cycling policy is about. The policy calls for an integrated approach. Perhaps this is ambiguous but it was meant to mean the creation of a cycling friendly infrastructure as described in the National Cycling Strategy. That means traffic calming, traffic reduction, advance stop lines and cycle lanes on direct routes that cyclists want to use such as Hornsey Road, Holloway Road and Seven Sisters Road, not Annette Road.

The Interim Transport Plan also restates that the Council has adopted the national targets to double cycle use by 2002 and then again by 2012. However it does not state that officers do not expect to come even close to meeting these targets. One could argue that this is really a problem for the new London Mayor. But it isn't. Detailed implementation of cycling policy is likely to remain under the control of the Local Authorities.

Only when there is official recognition that we are likely to fail to meet the targets, can we do something about it.

Bike Week Reports

Treasure Hunt

Following the manifesto launch about 15 people took part in a "Treasure Hunt" along some of Highbury's cycle routes.

Entrants were given a map and clues which could be answered using blue plaques, memorial stones and signs at 14 sites on the route. Additional points were awarded for answering rather more difficult and somewhat esoteric "bonus" clues from general knowledge or guesswork!

We are very grateful to Mosquito Bikes in Essex Road for providing the prizes: the first prize of a cycling helmet (or equivalent value item) was won by Rachel Hindle. Annabella Clay won the cycling computer, with Catherine Howell and Maria both winning London Cycle Route books.

Cyclist's Breakfast

(Bike to Work Day Sun Shock!!)

Well it had to happen one year and this was it.

A beautiful June morning was enough to get a large number of you to take some time out from your journey and join us for breakfast.

Whilst sipping coffee and munching away you could get your cycle examined by Dr. Bike, peruse the available literature or simply chat to your fellow cyclists.

Those of you who missed it will have to wait till next year – 21 June 2000 to be precise. See you then!

Bike to the Future

(young person's event in Whittington Park)

In contrast to the pouring rain of last year, this was a well attended event with over 200 people enjoying a variety of activities on offer throughout the afternoon. These included George's steel band, performances by the Bi-cyclettes – a cycling theatre group, and Archway Home Beat police officers postcoding bicycles.

ICAG ran an obstacle course which included riding over a small tipping ramp and picking a bottle of water off a table which proved pretty difficult for most entrants!

We also ran a raffle (raising £82 for the group) for which Mosquito Bikes very kindly donated the first prize of a Trek bicycle. This was won by Rory Blofield with runner-up prizes of cycling helmets won by Diana Goodwin, Brian Cunningham, Matthew Krumlauf and Theresa Martin.

We distributed lots of bicycle bells during the day, made available by the Council's Road Safety Officer, and the "Dr Bike" session was as popular as ever with minor repairs being done to a number of bikes. The afternoon was a most enjoyable way to round off our Bike Week activities.

Co-ordinator Steps Down

ICAG'S CO-ORDINATOR, Gavin Killip, has decided to step down – due to increased work commitments – after 2½ years in the role. Gavin still intends to play an active part in ICAG and is particularly keen to work on projects to push forward points in the manifesto.

This gives us the opportunity to look and who does what in the group and to re-allocate responsibilities where necessary. It is an ideal time for you to come along to our next meeting at 7.30 p.m. on 13 October at Islington Town Hall, Upper Street and see what you could contribute.

Remember: ask not what ICAG can do for you, but what you can do for ICAG!

Missing Newsletter

MANY APOLOGIES to those of you who didn't receive a copy of *Islington Cyclist* in August. This was due to not getting the copies ready in time for stuffing with the magazine.

We shall endeavour to run relevant articles in this and subsequent issues, but if you really can't do without issue 17 send a SAE to The Editor, *Islington Cyclist*, 68 St. Peter's Street N1 8JS to receive your belated copy.

Cycle Workshop Dates

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 6 October 7–9 p.m.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 27 October and 24 November, 7–9.30 p.m.

Costs for any session: £1 (50p unwaged) towards costs.

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In contrast to the pouring rain of last year this was a well attended event with over 200 people enjoying a variety of activities on offer throughout the afternoon. These included George's steel band, performances by the Bi-cyclettes – a cycling theatre group, and Archway Home Beat police officers postcoding bicycles.

ICAG ran an obstacle course which included riding over a small tipping ramp and picking a bottle of water off a table which proved pretty difficult for most entrants!

We also ran a raffle (raising £82 for the group) for which Mosquito Bikes very kindly donated the first prize of a Trek bicycle. This was won by Rory Blofield with runner-up prizes of cycling helmets won by Diana Goodwin, Brian Cunningham, Matthew Krumlauf and Theresa Martin.

We distributed lots of bicycle bells during the day, made available by the Council's Road Safety Officer, and the "Dr Bike" session was as popular as ever with minor repairs being done to a number of bikes. The afternoon was a most enjoyable way to round off our Bike Week activities.

Take Care on Church Path

THE PLAYGROUP which meets at Christ Church, Highbury has expressed concerns that an accident could occur between cyclists and children on this well used, shared foot-path/cycle route through Highbury fields.

The main area of contention is at the northern end of Church Path, near the clocktower, where children sometimes forget that cyclists are also rightful users of the path. Another group of children meet at the Two-o-Clock Club near the southern end of Church Path.

The simple message is for everyone to be aware and to please take extra care.

Tools for Sunnyside

AT PRESENT we help to run workshops for 6 months per year at the Ecology Centre and 10 months per year at Sunnyside Community Centre.

The Ecology Centre bought its own set of tools last year so we don't have to carry much there for each workshop session. Now we are working on buying a set of tools for Sunnyside – with their source of funding – to our mutual benefit.

Covered Parking

IF YOU SEE a car with a tarpaulin over it, it may not just be an owner protecting their vehicle. It could be an illegal parking stratagem.

One such car has been in an important cycle lane in Skinner Street, Finsbury, leaving cyclists to swerve dangerously into fast-moving motor traffic.

Drivers are using this tactic because, legally, a parking attendant may not lift the cover without taking the precaution of having a witness present to confirm that no damage is caused. The witness has to be someone other than the parking attendant.

Understandably, this is labour intensive so some drivers are using the tactic to park where they should not, thinking that they are safe because of the organisation necessary for a combined parking enforcement visit.

If you see a shrouded vehicle where it should not be ring the Parking Service on 0171 477 2390 or fax them on 251 4435.

Finsbury Square Contraflow

A CONTRAFLOW for cyclists on the one-way south side of Finsbury Square is set to be in place by next May according to new council plans.

ICAG to be Constituted?

ON THE AGENDA at our next meeting is a proposal to formally constitute ICAG in order to take advantage of funding opportunities.

We will also be discussing whether or not ICAG ought to change its name.

The meeting is at 7.30 p.m. at Islington Town Hall.

Cycle Workshop Dates

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 4 August and 1 September, 7 – 9 p.m.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). and 22 September, 7 – 9.30 p.m. (Note: there is no workshop in August)

Costs for any session: £1 (50p unwaged) towards costs.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 15 and 29 August, 12 and 26 September.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue on 0171 729 5409.

Meeting Dates

ICAG MEETS monthly at the Town Hall.

The next two meetings are 11 August and 8 September from 7.30 to 9.30 p.m.

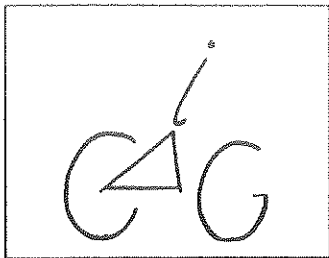
If you've something to say about cycling in Islington, or just want to listen, please come along.

ICAG Email List

IF YOU CAN'T WAIT for the next issue of *Islington Cyclist* then why not subscribe to the ICAG email list?

The list gives us the ability to get news to you promptly. It also gives subscribers the opportunity to give feedback and – we hope – come up with their own ideas for moving cycling up the agenda in Islington.

If you would like to join, send an email to icag@precise-ltd.demon.co.uk with your name and LCC membership number for verification purposes and we'll set you up.



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Issue 16

June/July 1999

Bike Week in Islington



Saturday 12 June

- ☛ **Media Launch** of the Islington Cyclists' Action Group's *Manifesto for the Next Century*. Ten points to make cycling safer, more convenient and enjoyable. Includes Jeremy Corbyn as guest speaker. 10 a.m. at the Islington Ecology Centre, Gillespie Park, 191 Drayton Park, N5. Contact David on 0171 275 7985 for more information.

At 10.45 a cycle procession will leave from Gillespie Park to Highbury Fields for the start of a...

- ☛ **Cycling Treasure Hunt**. Come and explore some of Highbury's quieter cycle routes and local landmarks. Win a prize! Clues for children and adults. Meet by Highbury Fields swimming pool between 11 am and 12 noon. Anticipated length of circuit: one hour. Don't forget your bike! Contact David on 0171 275 7985 for more information.

Sunday 13 June

- ☛ **Feeder Ride** to Richmond Park. Meet up with the Camden Cycling Campaign departing at 10.45 a.m. from Hampstead Old Town Hall, Haverstock Hill. Otherwise, make your own way to Richmond Gate, opposite Star & Garter house for the 2 p.m. start of a slow mass ride round Richmond Park followed by a picnic on the grass.

Wednesday 16 June

- ☛ **Bike Breakfast** from 7.30 a.m. Junction of City Road and Colebrooke Row.

Saturday 19 June

- ☛ **Bike to the Future**. Cycling events for young people at the Whittington Park Festival. Rides, stalls, live entertainment, refreshments, Dr Bike maintenance checks, and much more. 2 p.m. – 5 p.m., Whittington Park, N19 (off Holloway Road). Contact Clive on 0171 278 6601 for more information.

Wednesday 23 June

- ☞ **Bike Maintenance Workshops.** Self-help repairs, tool loan, friendly experts for advice and support. £1 (50p unwaged). 7 – 9.30 p.m. at Sunnyside Community Gardens, Sunnyside Road N19. Contact Gavin on 0171 607 1950 for more information.

Wednesday 7 July

- ☞ **Bike Maintenance Workshops.** Self-help repairs, tool loan, friendly experts for advice and support. £1 (50p unwaged). 7 – 9.00 p.m. at Islington Ecology Centre, Gillespie Road, N5. Contact Gavin on 0171 607 1950 for more information.

Help with Manifesto

WE NEED your help to launch ICAG's manifesto.

If you have some spare time on the morning of Saturday 12 June please contact David on 0171 275 7985 to offer your assistance.

ICAG Email List Launched

APRIL'S ICAG MEETING approved the creation of an email list as a method of reaching a wider number of members in the borough.

The list was launched in the middle of May and thus far has attracted a dozen subscribers. It's too early to say how effective it will be as a communication tool but clearly it means we can get news out promptly without having to wait for the next issue of Islington Cyclist. It also gives subscribers the opportunity to give feedback and – we hope – come up with their own ideas for moving cycling up the agenda in Islington.

If you would like to join, send an email to icag@precise-ltd.demon.co.uk with your name and LCC membership number for verification purposes and we'll set you up.

Cycle Workshop Dates

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 2 June and 7 July, 7 – 9 p.m.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 23 June and 28 July, 7 – 9.30 p.m.

Costs for any session: £1 (50p unwaged) towards costs.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 6 and 20 June, 4 and 18 July and 1 August.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

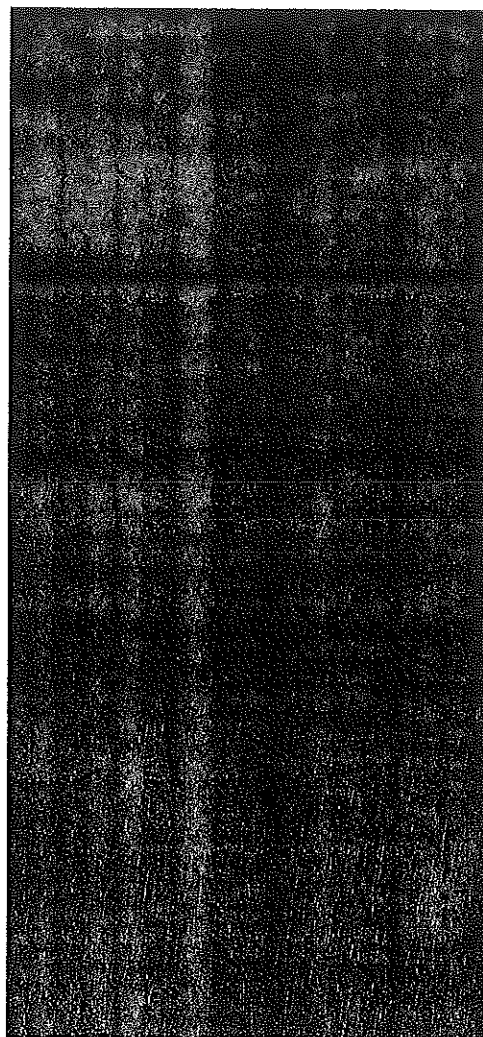
For more details, contact Sue on 0171 729 5409.

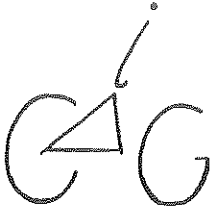
Meeting Dates

ICAG MEETS monthly at the Town Hall.

The next two meetings are 9 June and 14 July from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington, or just want to listen, please come along.





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Issue 15

April/May 1999

Bid for £millions to Regenerate Finsbury Park

ISLINGTON, HACKNEY AND HARINGEY Councils are joining forces in a bid for £25 million of government money to boost the economic, social and physical fabric of Finsbury Park over seven years.

Transport is one of twelve broad themes that may be funded under the Single Regeneration Budget (SRB) and initial plans are to spend £3.5 million on transport issues. This part of the bid is being co-ordinated by Islington Council's Steven Wood, who spoke at ICAG's regular meeting in March.

The overall objective is to reduce private motor traffic, whilst improving the lot of pedestrians, bus passengers and cyclists. Some specific ideas have been put forward on how to achieve this but the proposal is still at the consultation stage.

A central plank of the bid is to close Station Place to motor traffic, including the many buses which currently use it. The agency in charge of bus routes in the capital, the Traffic Director for London (TDL), has agreed in principle to the closure, and is funding a study into road traffic reduction in the wider area. A key question to resolve is how to manage movements around the main junction of Seven Sisters Road and Stroud Green Road/Blackstock Road.

Other ideas so far include a pedestrian/cycle link across Seven Sisters Road to open up an off-road route between Gillespie Park (Arsenal) and Highgate, using the Parkland Way.

Activists in Hackney have proposals for a Cycle Culture Centre, housing a number of projects, such as recycling spare parts, training people with learning difficulties in bike maintenance and promoting local tourism. Bus route 29 would be up for some improvements and cycle storage at Finsbury Park station could be made a lot better.

It has been suggested that the Seven Sisters/Tollington Way one-way system could be put back to two-way operation, at least for buses and cyclists, but part of the one-way falls outside the SRB area, which might be a stumbling block. Nothing has been decided yet, but firmer proposals will have to be put together in the next few weeks. ICAG continues to provide input in collaboration with colleagues in Hackney and Haringey. Do let us know if you have any bright ideas.

More Missiles

OUR RECENT ARTICLES on airgun hazards have prompted yet more responses. *Sebastian Lucas writes:*

I read in issue #14 Oliver Jones' piece. I recall a few years ago being hit on my helmet by a small piece of wood when cycling north up Caledonian Rd. I am sure it came from the block of flats on the right, just beyond the Copenhagen St crossroad.

More worrying, a colleague of mine at UCH was definitely hit by an airgun pellet whilst cycling up Wharton St one evening in the early 1990s. He needed surgery to have it removed from the neck (it just missed his carotid artery). If I recall, the police could not find enough evidence to prosecute anyone.

Adrian Williams offers more advice on dealing with attacks:

The problem for cyclists is the same as for anyone else. The first decision is whether you have time to do anything immediately or are in such a hurry that you want to keep going and ignore it. If you decide to stop and investigate you will need to give a description of what happened with place, time and date. I assume readers of this newsheet are adults who are capable of carrying paper and a pen. (You would need the same for recording details of vehicle collisions.) The first urgent requirement is to get an independent witness if possible and record their details. After that you can try to find out exactly what was done, by whom, from where and make your notes.

It might appear foolhardy to stay in the area when missiles are being directed at you and you have to assess that at the time. The counter-argument is that most of these attacks are carried out by young males who know very well that they are acting illegally and dangerously. If the victim shows signs of noting their activity for reference they will hide themselves fast. If they persist with an attack with missiles you are justified in calling 999, otherwise you can report it later, as soon as possible. In the rarer and more serious case of an attack at short range by groups of people there is no general advice that can be given. You will need to decide quickly if you can outrun them on your bike, abandon your bike and run away, fight your way out or talk/shout your way out. Don't think it doesn't happen; the local papers on 11/12 February had reports of an attack causing injury in the Old St area.

Use safety glasses on your eyes. A helmet on your head is more use against blows from other people than vehicles. Padded clothing helps in winter and you may need to use a pannier or backpack to ward off blows. Swinging a chain and lock has been known to frighten off jocks. Good luck. (You may never experience it.)

Question Answered

ICAG CO-ORDINATOR, Gavin Killip, raised the issue of how cuts in Islington Council will affect cycling provision in the borough. Here is the response from the Chair of the Environment, Leisure & Transport Committee.

The question:

"I note with concern that the post of Cycling Officer is to be lost amid the significant reduction in the number of staff in the Traffic Department. Is Islington planning any new structures or new initiatives to ensure that the promotion of cycling and the provision of facilities for cyclists does not simply fall off the Council's agenda?"

The answer from Councillor Michael Boye-Anawomah:

"While scarce resources will need to be carefully targeted, appropriate and adequate technical support for the development of cycling initiatives will be sustained from within a new Transport Policy Team.

Among initiatives is the launch of a new Cycle Strategy document early in the spring which will identify targets for increasing cycling in the borough and proposals to audit existing routes used by cyclists.

Also, the Council is bidding for further funding this year from the Cycle Network Budget Manager to complete more of Cycle Route 8 and next year, besides completion of Route 8, will also be bidding for funds to commence Cycle Route 7.

All future traffic management schemes will, as part of the routine design process, be subject to an audit to ensure that wherever practical suitable provision is made for cyclists."

(Note: Cycle Route 7 runs along Mildmay Grove and Northampton Park. The section referred to for completion of Cycle Route 8 is Beresford Terrace via Wallace Road to St. Pauls Road.)

Owen Street Update

AS REPORTED in the last issue, the situation at Owen Street continues to be difficult.

ICAG has raised concerns about the safety of the new scheme, which is still flawed, even though the metal barriers have been removed.

Bikes and walkers are to arrive at a bottleneck precisely where site traffic emerges from behind the hoarding – anything from 20 to 35 lorry movements a day.

We will continue to apply pressure to reverse the decision preventing site access from Goswell Road. And, in the meantime, we will be lobbying to make the safety arrangements as workable as possible within the flawed scheme.

Pothole Reporting – Errata

THE CORRECT NUMBER for reporting potholes and defective street lamps in Islington is 0171 477 2674 for roads the Council is responsible for.

We still haven't yet confirmed the number for the main roads: Archway Rd, Holloway Rd, Upper St, City Rd and Pentonville Rd come under a maintenance contract awarded to a company called Mouchel.

Virtual Velocipedestrians

DO YOU HAVE access to email or the web? Would you like to be more involved in your local LCC group without moving from your computer? If the answer to these questions is yes then you may be interested in the proposal to start an ICAG email list.

The list will be set up using the service at www.egroups.com. It has been used successfully by other LCC groups including our neighbours in Hackney.

It allows a subscriber to send a message to all other subscribers in the email group without having to maintain each address in your own address book. You also have control over how you receive messages, for example, you could choose to look at postings on the web site rather than receive them by email. Only subscribers will be able to look at web postings as this will be a private group.

The email list will be discussed at the next ICAG meeting and we hope to have it operating by the end of April.

If you want to join, send an email to icag@precise-ltd.demon.co.uk with your name and LCC membership number for verification purposes and we'll keep you informed of progress.

Islington Traffic Reduction

The London Planning Advisory Committee (LPAC) has issued a consultation document on a Strategy for Road Traffic Reduction in London which includes a target to reduce traffic in Islington by 35% by 2005.

The document can be accessed from LPAC's website at www.lpac.gov.uk/rt-adv.html or for a hard copy ring 0171 222 2244 ext. 214 or email lpac@lpac.gov.uk

Comments on the document are to be received by 31 March.

Cycle Workshop Dates

WORKSHOP SESSIONS are re-starting at Islington Ecology Centre after the winter break.

With the lengthening days and warmer weather why not give your bike a treat and learn how to get it back to tip-top condition.

There are two sessions a month in different parts of the borough so you're spoilt for choice:

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 6 April and 5 May, 7 – 9 p.m.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 28 April and 26 May, 7 – 9.30 p.m.

Costs for any session: £1 (50p unwaged) towards costs.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 11 and 25 April, 9 and 23 May.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue on 0171 729 5409.

Meeting Dates

ICAG MEETS monthly at the Town Hall.

The next two meetings are 14 April and 12 May from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington, or just want to listen, please come along.

Got Something to Say?

WELL WHY not use this blank column to talk about cycle-related matters?

Contact details for articles etc. are at the bottom of this page.



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Issue 14

February/March 1999

Owen Street Latest

SINCE OUR LAST newsletter, the dust has been settling on a heavy autumn's campaigning on the closure of Owen Street, near the Angel. After the episode with the barricades in September, and then the route being re-opened, the news this time is not so positive.

The developer, Groveworld, got planning permission for their development in January and the Highways Agency have decided that traffic on Goswell Road cannot be held up by construction lorries parking on the road. The cycle route is therefore going to be closed off again, so that 20 to 35 lorries a day can use it for access.

The narrow pathway to one side will be reserved for cyclists, with pedestrians diverted through the nearby park. It won't be as bad as September's 'urban assault course' (we hope), but it falls a long way short of decent provision. Conflict between bikes and walkers seems very likely.

The worst bit is where the bikes and pedestrians come out from behind the hoarding round the building site – emerging right into the path of exiting construction lorries. Even though there are serious safety issues at the St John Street end of Owen Street, it seems that the risk of injury to cyclists, pedestrians and wheelchair users has been deemed a risk worth taking.

We will be working with the Council and the developer to try and minimise the danger of people getting hit by big trucks where the road narrows and the diverted cycle route emerges, unseen, into their path. We have already suggested that the hoarding at this point should be replaced by a metal grille, so that lorry drivers can at least see who is there.

If you do use the route, please take extra care when the diversion is up and running. The last thing we want is to be telling the powers that be 'we told you so'.

Islington Cuts Cycling Officer

THE TRAFFIC DEPARTMENT at Islington Council is to lose 30% of its staff and the post of Cycling Officer will be no more. Such is the effect of major cuts in Islington Council. The Traffic Department is responsible for the London Cycle Network (LCN) in Islington, as well as working on other issues like developing a Cycle Strategy for the borough.

At the same time as we heard the news about these cuts, unconfirmed reports indicate that the budget for the LCN in Islington next year is to be substantially more than this year. The obvious question is how are they going to implement an increased programme of works with fewer people? Morale and productivity levels are said to be very low at the moment as almost all officers in the Traffic Department are having to apply for their own jobs over the next few months.

ICAG has argued against this cut, but with £50 million worth of savings to find over four years, there was always a chance that Islington's axe would fall on the jobs affecting cycling provision.

The situation is difficult and we are addressing how best to deal with it. One suggestion is for ICAG volunteers to become more active in helping implement Islington's work programme, by doing cycle counts and other basic research, so that the best use can be made of the resources available. The full effect of the cuts won't be known for a few months yet. Watch this space for more news.

Finally, it comes as no surprise that the current Cycling Officer, Tony Bowen, has decided to move on. After four years at Islington, he is going to work for London Transport from mid-February.

"Cycling Heroes"

ICAG WAS RECOGNISED for its efforts in the end of year issue of the *Highbury & Islington Express*. Its Diary section had a "... list of heroes ... who have hit the headlines in 1998."

Under the sub-heading Campaigners was "Islington Cyclists' Action Group whose demonstrations and petitions assured the re-opening of the Owen Street cycle route."

Many thanks to all those who signed the petition, wrote letters and supported the Critical Mass.

Help Green Islington NHS

VOLUNTEERS, PLEASE, to liaise with the 3 hospitals serving Islington: the Whittington, Moorfields Eye and St Bartholomew's.

A Green Travel Guide for the NHS was launched at the Whittington in December: *Healthy Transport Toolkit – A Guide to Reducing Car trips to NHS Facilities*.

Despite pious aspirations, the NHS has been short on action for some years. Members familiar with the workings of the NHS are needed to liaise regularly with executives in order to try to get things done as opposed to just talked about.

Please ring Leo on 0171 252 3852.

Mildmay Rep Needed

ICAG NEEDS to be represented on the Mildmay Forum (an Islington Council Neighbourhood Forum) and its Traffic and Environment Sub-Group.

It covers important cycle routes and we need to have a vote and voice in their consideration of cycle route plans.

Its boundaries are above St Pauls Road and Green Lanes to Highbury Fields and part of Highbury New Park and Petherton Road.

Anyone living in the area who could attend the occasional meetings and keep an eye on things for ICAG, please ring Leo on 0171 251 3852.

Schools Liaison Help Needed

HELP IS NEEDED from members with specialised interests.

People are needed to liaise with the physical education teachers at Islington Borough secondary schools: Central Foundation, Finsbury; Highbury Fields Girls; Highbury Grove; Islington Green; Holloway Boys; Mt. Carmel; St. Aloysius and the former George Orwell, Finsbury Park, now the Arts and Media College.

This is to try to arrange for students to take part in the Little Green Ride or similar. There seems to be a cut off point for bike riding for children. Bikes seem to be regarded as toys and are used by children for only short distances around where they live.

As they leave school and go to work they do not realise that they could ride longer distances to work in many cases.

We want to see if we can encourage older children to go on longer rides so that when they go to work they could go by bike.

If interested please ring Leo on 0171-251 3852.

Q and A Session

AT THE FULL Council meeting of 21 January, questions pre-submitted by Islington residents were answered.

Amongst them was one from Gavin Killip, ICAG co-ordinator, to Councillor Michael Boye-Anawomah, Chair of the Environment, Leisure and Transport Committee.

Gavin asked: "I note with concern that the post of Cycling Officer is to be lost amid the significant reduction in the number of staff in the Traffic Department.

Is Islington planning any new structures or new initiatives to ensure the promotion of cycling and the provision of facilities for cyclists does not simply fall off the Council's agenda?"

The draft written reply from Councillor Boye-Anawomah reads: "While scarce resources will need to be carefully targeted, suitable and adequate coverage of support role for the development of cycling provision/initiatives will be sustained from within a new Transport Policy Team.

Among initiatives is the launch of a new Cycle Strategy document early in the Spring which will identify targets for increase in cycling in the borough and proposals to audit existing routes used by cyclists.

Also, the Council is bidding for further funding this year from the Cycle Network Budget Manager to complete more of Cycle Route 8 and next year, besides completion of Route 8, will also be bidding for funds to commence Cycle Route 7.

All future traffic management schemes will, as part of the routine design process, be subject to audit to ensure that wherever practical suitable provision is made for cyclists."

ICAG looks forward to seeing Islington's strategy document and welcomes the consideration of provision for cyclists in new traffic schemes as a matter of course.

(Note: Cycle Route 7 runs along Mildmay Grove and Northampton Park. The section referred to for completion of Cycle Route 8 is Beresford Terrace via Wallace Road to St. Pauls Road.)

Pothole Reporting

IF YOU'VE ever wondered who to call when you've nearly been thrown from your bike due to defects in the road surface (potholes in common parlance) then try:

Mark Sealey on 0171 527 4767 for holes in non-trunk roads or Mouchel Doyle on 0181 906 9222 where the problem is on a trunk road.

Hackney Happenings

THE LOCAL LCC group in Hackney has been in touch with ICAG regarding the proposal to return Shoreditch High Street to two-way working.

Hackney Council are actively planning temporary arrangements to return to two-way operation. The problem is that Islington Council have objected, thinking that this traffic reduction measure will increase traffic across the border.

Islington Council are also blocking the City's plans to widen the ring of plastic - plans backed by everybody else involved in Tower Hamlets and Hackney.

We have agreed to send ICAG representatives to the next Hackney cyclists meeting to discuss these issues together with the Southgate Road cycle crossing, the Seven Sisters route and Finsbury Park and the latest news on Owen Street (many Hackneyites use this route).

Police Group Meeting

MEMBERS MAY have seen the report in the *Highbury & Islington Express* on 4 December about Paul Standeven and a road rage incident last year when he suffered injury and damage to his bike in Highbury Grove. The paper had picked it up from an agenda item of the Police and Community Consultative Group (PCCG) meeting.

At the meeting, a senior police officer gave general answers to how an incident of this seriousness could have prompted so little official action. In private discussion Paul was given advice on obtaining details required to pursue a private claim against the motorist, if he can still be traced.

We are also trying to pursue the possibility of action against motorists who park on cross-hatched centres of roads marked as cycle routes. Without literally obstructing the road they reduce the width of the roadway available to cyclists and drivers trying to overtake. That leads to cyclists feeling intimidated and reduces the effectiveness of the cycle route. Current examples are Barnsbury Road and Highbury New Park.

If anyone wants any issues raised at the PCCG, in relation to cycling in Islington, contact Adrian Williams at 56 Highbury Grove, N5 2AG, 0171 226 4894(h), 0171 477 4057(w), or arwilliams@postmaster.co.uk

Incoming Fire

OLIVER JONES CONTACTED *Islington Cyclist* after reading the article in the last issue by Adrian Williams about air gun hazards while cycling:

"Sometime in the spring I was cycling along the Caledonian Road when something whizzed past me and whacked into a parked car I was passing. There was a dent in the car door which would seem to imply something about the size of a grape, but the road was too busy and too littered with debris for me to be able to do a proper search and frankly I didn't want to hang around when someone was firing things.

I assumed at the time that it was probably fired by a catapult from someone in a house overlooking the scene, because of the size and speed. It scared the living daylights out of me.

If it had hit me I would have been seriously injured. I didn't report it as it seemed impossible to prove. What should one do in such circumstances?"

Has anyone had similar experiences? What did you do? Contact *Islington Cyclist* and let us know - details at the bottom of the page.

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 24 February and 24 March, 7 - 9.30 p.m.

Costs for any session: £1 (50p unwaged) towards costs.

Workshop sessions will be starting again at Islington Ecology Centre in April. See next issue for details.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight - 14 and 28 February, 14 and 28 March.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 - 6 p.m.

For more details, contact Sue on 0171 729 5409.

Meeting Dates

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The next two meetings are 10 February and 10 March from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington please come along.



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Issue 13

December 1998/January 1999

Campaign Aims to Keep Owen Street Open

STRANGE GOINGS ON at the Angel. Towards the end of September, a high wooden hoarding was put up along the length of Owen Street, the cycle/pedestrian route that cuts off a corner at the Angel junction. Metal gates went up at one end and soon afterwards the whole route was blocked off.

A narrow footpath was left down one side with a dozen or more barriers along its length, turning one of Islington's best-used cycle facilities into what the *Highbury and Islington Express* reported as "an urban obstacle course".

A few days later 'diversion' signs appeared. But were they really sending cyclists round a fast-moving gyratory system with two dangerous right-hand turns to negotiate? Indeed, they were.

ICAG responded with a petition at the closed cycle route on two weekday mornings, gathering 440 signatures in four hours. A cycle count at the same time revealed a peak flow of 240 cyclists an hour – an average of one cyclist every fifteen seconds. People signed the petition, took the Council's phone number, and proceeded to ring up and complain in large numbers.

It turned out that a property de-



Cyclists queue to sign the Re-open Owen Street petition

veloper, Groveworld, had an agreement with Islington Council going back several years allowing them to use Owen Street to park their construction lorries during development of an adjacent site.

The cycle route was to be reinstated once the development work was finished – a temporary closure of at least eighteen months, but more likely to be two or three years. It also transpired that Groveworld had only just applied for planning permission for the scheme they really want to develop. Blocking off the cycle

route was therefore premature, to say the least.

The local papers continued to cover the story in the weeks that followed, with the most recent report on the visit by Critical Mass on Halloween night – about a hundred cyclists blocked the Angel junction, wielding placards in protest at the closure, all decked out in witch's costumes and flashing devil horns.

Behind the scenes, a number of things happened. Meetings took place first with three, then with four Council departments. The

gates were re-opened, a section of the hoarding was taken down and the route is open to cyclists again as we go to press.

Campaigners agreed that the best outcome to aim for was the complete re-opening of the cycle route both during and after construction work. This would mean the construction traffic going in and out of the site off Goswell Road instead of from Owen Street. Goswell Road is the A1 trunk route and therefore the responsibility of the Highways Agency, not the responsibility of Islington Council.

At the moment, the campaign is awaiting a reply from the Chief Executive of the Highways Agency. Both the developer Groveworld and Islington Council seem happy to explore moving the site access to Goswell Road and keeping Owen Street open. But it is the Highways Agency that will ultimately decide whether or not this can happen. It is our job to keep up the pressure on all concerned and to put a strong case to the Highways Agency in the next few weeks.

See over the page for more comment on Owen Street.

What You Can Do

THE CAMPAIGN has got the closed route temporarily re-opened, but the bigger prize is not yet won. In order to keep Owen Street open, we need to keep up the pressure. That means good old-fashioned letter-writing. Below are some ideas of points to make and people to write to:

♦ Islington Council and central government have policies committing them to promoting cycling and reducing private motor traffic. How does the closure of the Owen Street cycle lane achieve these policy objectives?

♦ The alternatives for cyclists involve dangerous main roads: Islington High Street, City Road and Goswell Road.

♦ At peak times the route attracted 240 cyclists an hour – one every 15 seconds (source: ICAG survey, September 1998).

♦ The hoarding encloses a development site, but the developer Groveworld have only just applied for planning permission for their new development. Until this new scheme gets planning permission, the closure of Owen Street is premature.

Who to write to:

☐ Cllr Wally Burgess, Chair, Planning Committee, Islington Town Hall, Upper St, N1 2UD

☐ Cllr Michael Boye-Anawomah, Chair, Environment, Leisure & Transport Committee, Islington Town Hall, Upper Street, N1 2UD

☐ Clive Chapman, Assistant Head, Environment and Leisure Services (Engineering), PO Box 3333, 222 Upper Street, London N1 1YA

☐ Ivor Jones, Team Leader (West), Development Control, 222 Upper St, London N1 1XR

☐ Your local MP (Jeremy Corbyn, Islington North; Chris Smith, Islington South) at: House of Commons, London SW1 1AA

☐ *Highbury & Islington Express*, 1 Aztec Row, Berners Road, London N1 0PW

☐ *Islington Gazette*, 161 Tottenham Lane, London N8 9BU

☐ Groveworld Ltd, 4A Helenslea Avenue, London NW11 8ND.

John Billeter Memorial Ride

IT IS JUST over a year since John Billeter was knocked off his bike and killed by a car. The accident happened a few miles outside Oxford, where John had gone to do a teacher training course. John led the Little Green Ride for many years, as well as being Borough Co-ordinator for several months before the move to Oxford meant he had to stand down.

A cold, clear day on Sunday 15 November saw 16 cyclists make a special trip by train to Oxford and a ride to the scene of the accident. Fresh flowers were placed between the spokes of the bicycle wheel left last year as a memorial.

As we stood by the side of the road in private reflection, the traffic thundered by and thoughts inevitably turned to the brutal reality of all those road traffic accident statistics. As one person commented, "Where are they all going in such a hurry? What is so important about their lives that they can put other people's lives at risk?"

The ride coincided with Roadpeace Day, when people remember loved ones killed on the roads, a week after Remembrance Sunday.

Bike Shop Updates

THE LCC OFFICE are updating their bicycle shop database. Listed in Islington are:

- ❖ Cycle Centre, 302 Holloway Road N7
Tel: 0171 700 6222/6611
- ❖ Cycle Surgery, 25 Horsell Road N5
Tel: 0171 609 2348
- ❖ Daycock Cycles, 146a Seven Sisters Rd N7
Tel: 0171 272 6302
- ❖ Mosquito Bikes, 123 Essex Road N1
Tel: 0171 226 8765/8841
- ❖ S+S Cycles, 29 Chapel Market N1
Tel: 0171 278 1631

If you know of any others in Islington, or have any experience with any of these that you think might be relevant to the database, please contact Mark Hubbard at the LCC office on 0171 928 2318.

Smooth 'Lips' on Bunhill Row

LIPS ON speed tables and similar traffic-calming devices are the bane of cyclists as they make roads obstacle courses and break spokes.

Two speed tables were being installed in Bunhill Row, Finsbury, to slow down traffic in this one-way street and protect young children at Moorfields Primary school. They had 1½ inch lips.

The council was told about this and engineer Stewart Wood and the contractor did an excellent job smoothing them out, so that cycling on them now is no problem.

Owen Street Comment

by Gavin Killip

OWEN STREET raises lots of issues and neatly illustrates many of the structural and cultural barriers which mean that utility cycling in Britain is still light years behind many of our European neighbours.

Structurally, the way we manage our roads is divided up between bodies with different objectives: the Traffic Director rules the bus lanes, the Highways Agency looks after the main trunk routes, and the Council looks after the rest. This means that any imaginative thinking tends to be confined to each body's little fiefdom. The alternative to closing Owen Street is to take site access off Goswell Road. But that's not a Council road, as officers have been at pains to point out in the last couple of months.

Car culture is another big problem. It's reflected in the place that cycling occupies in the structural hierarchies and in the way that road engineers perceive their role. If provision for cycling was built into the job descriptions and integrated into the training of every highways engineer, then we might get somewhere. They can all drive a car and design a roundabout. But how many of them ride a bike? How many could design a cycle route that didn't a) buckle your wheels, b) disappear at dangerous junctions, c) lead you half way round an estate, or d) take you away from the places where lots of people want to go?

Then there's the interface between transport and land use planning. If a piece of land is bordered on all sides by existing buildings, then construction lorries park on the roadway. We wouldn't dream of knocking down another building just to park lorries. But, as Owen Street shows, a cycle route is a dispensable facility that is easily sacrificed to the god of Keeping Traffic Moving.

Meanwhile, government targets for Road Traffic Reduction are set, and politicians make welcome noises about integrated transport. We know that cycling is not for everyone, but it can make a significant contribution to tackling pollution and congestion. It will only manage that if more non-cyclists can be encouraged out of their cars. Surveys consistently show that road danger is the most important barrier to increasing cycle use, not the weather or the fear of looking daft in reflective clothing. When we do get a half-decent facility like Owen Street, then people flock to it. It's a direct, safe, fast and convenient route. The irony is, they didn't even know how important a link it was until they closed it.

Mildmay Contraflow

A GOOD deal of time has been spent developing a contra-flow cycle route along Mildmay North, a one-way street beside the railway line near Dalston.

A solution is to use the footpath beside the wall dividing off the railway line. This has been walked with council officers and agreed that it's worth looking into further.

Cycling Hazards in Islington

by Adrian Williams

ON SUNDAY 8 November at about 9 p.m. I was shot at with an airgun in Barnsbury Road. I was not hit so how do I know? I heard a discharge of air from high up on my right and a sound of a hard item bouncing around low on my left. I circled the site twice more to see any suspicious action and I found it: an open window high up with two faces looking out and the lights swiftly turned off.

I reported this to Tolpuddle Street Police and they told me a taxi driver had reported a similar strike on a windscreen in Barnsbury Road shortly before. I was taken up the street by car to check for more shots. To proceed the police need a witness with sight of the gun, not just my guess at where it was fired from. There are not many witnesses on a wet Sunday evening in November.

So far this is just a warning about Barnsbury Road. Any further information welcome. There is a general point to make also. Having air weapons fired at you is an occasional hazard of inner city riding. The simplest way to protect yourself against the most serious likely result (blinding) is to wear eye protection in the form of safety glasses available from DIY stores. They also protect you from other hazards like overhanging vegetation, heavy insects, low-flying pigeons, car aerials and ropes or straps on lorries. They are cheap compared to helmets, much more use and they don't get you overheated in Summer.

Cycle Workshop Dates

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise).
27 January 7 - 9.30 p.m.

Costs for any session: £1 (50p unwaged).

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight - 6 and 20 December, 3, 17 and 31 January.

Meet at 10.10 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 - 6 p.m.

For more details, contact Sue on 0171 729 5409

Meeting Dates

ICAG MEETS monthly at the Town Hall.

The next two meetings are 9 December and 13 January from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington please come along.



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group



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Issue 12

October/November 1998

Merger Discussions

AT ICAG's recent meetings the subject of the merger of the LCC and CTC has been a hot topic.

In September, Stuart Reid was invited along to tell us about the changing CTC and how a merger could benefit both parties.

There is plenty of coverage of the issues in *London Cyclist* and you can also listen to and participate in the debate at LCC's AGM on 10 October.

We in Islington are quite fortunate that the venue for the AGM is in our borough, so we have fewer excuses for not attending!

Please make sure you use your vote – either at the AGM or by proxy. After all, it's your organisation.

Ecology Centre Gets Toolled Up

AS REGULAR helpers at bike maintenance know, the only down side has been having to dash home and drag a heavy toolbox down the Holloway Road of a Wednesday evening. But no more.

With funds from the Friends of Gillespie Park and the Islington Road Safety Department, a new tool kit and bike stands have been bought for use at the Islington Ecology Centre.

Chamberlaine's bike shop got the tools at cost price and delivered them in time for September's session.

The last Ecology Centre workshop this year is on 7 October with sessions restarting next April.

Workshops continue all year round at Sunnyside Community Gardens (except in December and August), so if you fancy learning a bit about how your two-wheeled steed works, why not come along?

Contact Gavin on 0171 607 1950 for more details.

See overleaf for venue locations and dates.

Safer Crossing Considered

A PLAN for a new toucan crossing (for use by pedestrians and cyclists) at the dangerous Wallace Road / St. Paul's Road junction will be considered by the Council.

An on-site meeting took place with Council officers and a daily user of the route to examine the junction.

Funds Raised at Gillespie Park

THE ANNUAL festival at Gillespie Park was held on 13 September with the usual mix of delicious food, live music and stalls. Nature walks with Ecology Centre staff revealed the wildlife haven that the park has become on the former railway yard south of Finsbury Park.

Chamberlaine's bike shop of Kentish Town gave us a £200 Dawes bike to raffle, with proceeds shared equally between ICAG and Sus-trans (the charity with lottery money for the National Cycle Network and projects such as Safe Routes to Schools).

At £1 a time and with half a dozen volunteers selling tickets, we raised a total of £366. With ICAG's half we paid for two runner-up prizes – each a year's membership of LCC – and, together with a small profit from LCC merchandise sales, we cleared £150 profit.

The question of how best to spend the money has not been finalised. Suggestions so far include getting the forthcoming ICAG Manifesto produced professionally and buying a tool kit for the bike maintenance workshop at Sunnyside Community Gardens.

If anyone has any other ideas, give Gavin a ring on 0171 607 1950.

Money Goes Against the Flow

CYCLISTS ARE included in a £500,000 "sweetener" for road works that will accompany a new development on the City border.

The development will be for premises for solicitors Slaughter and May and the City Business School.

The cyclists' share is a southbound contra-flow cycle lane in one-way Bunhill Row.

ICAG hopes eventually to see this section as part of a route that stretches from Stoke Newington Church Street to the Bank of England.

Healthier Green Travellers

A REQUEST for a Green Travel Plan (GTP) was accepted voluntarily by Holmes Place plc for its new health and fitness centre at the Honourable Artillery Company, Bunhill Row.

An organisation's GTP aims to reduce the environmental impact of its staff travelling to and from work.

There are 5 planning applications for these centres before Islington Council and ICAG have asked that a GTP be a condition of approval.

The Council has also brought out *Supplementary Planning Guidance on Green Travel Plans* which will require businesses to supply GTPs as part of new planning applications.

Tree Planting in Islington

by Alison Dines

YOU MAY remember a newsletter item about an April tree planting session in the borough. Although not known for my green fingers, a friend and I decided to go along to have a go and support a good cause!

The day started at the Islington Ecology Centre where about 11 volunteers (mostly from the Dragon Ecology Group) joined several members of the staff of Islington Council's Nature Conservation Team.

The first task, following an introduction, was to add to an existing, but rather sparse, hedgerow in the Centre's grounds. This was pretty hard work as the soil there is poor with lots of stones and rubble, although it was encouraging to see the previous year's plants coming on. We planted various species including hawthorn, blackthorn, holly, dog wood and dog rose and then stopped for a picnic lunch eaten around the big sundial there.

The Ecology Centre is well worth a visit if you haven't been and the Nature Conservation Team organises all sorts of walks and other activities around the borough. These are detailed in a leaflet called *Islington Wildlife Diary* available from the Ecology Centre, tel.: 0171 354 5162.

The next session was at a part of the New River between Canonbury Road and Willow Bridge Road. As the only person on a bicycle I arrived ahead of everyone who was driving, but admittedly didn't have quite the capacity to carry the spades and forks as the van did! Here we planted the same types of hedgerow but it was much easier digging on the bank of what used to be part of London's water supply, but which is now a pleasant wildlife walk.

The final port of call was Barnsbury Wood to meet a "willow weaver", a lady who was constructing a shelter within the woods from willow. When a willow branch is planted it will take root so in effect a living shelter was being made and it will be interesting to watch it grow.

Our rewarding day ended here and I shall enjoy checking the progress (or otherwise!) of the various hedges I was involved in planting. The Nature Conservation Team staff, especially Bob Gilbert, are very friendly and knowledgeable and I recommend attending any of their walks or talks.

ICAG on Police Group

by Adrian Williams

On 22 July I was accepted as an official representative of ICAG on Islington's Police and Community Consultative Group which meets at the Town Hall about 6 times per year. This should allow easier access to police officers to ask about things such as action against dangerous drivers and cycle thieves.

If anyone wants any issues raised in relation to cycling in Islington contact me at 56 Highbury Grove, N5 2AG, 0171 226 4894(h), 0171 477 4057(w), or arwilliams@postmaster.co.uk.

The PCC Group is a statutory body consisting of councillors, senior police officers in both Islington and Holloway police areas, and representatives of many different community groups. No one raised any objection to ICAG being represented but it led to a long diversion on one of the PCCG's hobbyhorses: cycling on pavements.

As is common for consultative groups in Islington or elsewhere, many of the members are elderly and have poor eyesight and hearing. Discussions are rambling and repetitive but the councillors and police allow them to blow off steam. The police generally don't say much but sometimes they summarise the legal position and say what they can achieve without discussing particular incidents.

All this led me to think it would be useful to review ICAG's view of cycling on pavements at the same time as reporting the legal position and encouraging our members not to do it. The Deputy Prime Minister may be giving us good publicity and encouraging more people to cycle but among elderly people cyclists are regarded as a menace when breaking the law by riding on pavements, jumping red lights and crossing pedestrian crossings alongside or across the paths of pedestrians. This often leads to objections to cycle facilities which the Council proposes and we support.

In Islington the most recent problem was the rejection of cycle lanes along Petherton Rd ostensibly because of loss of car parking space. A previous case was the rejection of a route through the Hilldrop Estate which led to the expense of a separate longer path being constructed. For tenants to drive cars through the estate was normal. Allowing extra cyclists to mix with the cars was seen as a threat to the tenants. Behind both these rejections is a general dislike of cyclists by older tenants and community representatives.

This is not simply a case of the older people thinking they couldn't get away with it when they were younger so why should younger people now. Collisions between pedestrians and cyclists lead to many injuries and a few deaths each year. It is no use to older people to tell them that cars kill or injure many more. They know that but they expect to be fairly safe on a pavement or crossing. Having cyclists weaving around them makes them feel unsafe and leads to a general feeling of intimidation. Pedestrians move erratically and expect to continue to do so on the footway. On the carriageway everyone (on foot, two wheels, four wheels) is expected to show more purposeful and disciplined behaviour in acknowledgement of the greater risks.

The people most at risk are the old and the young. Children may be too young to understand the risks and take no precautions. Older people understand the risks but can't fully protect themselves. They don't easily see or hear cyclists and fear collisions. It does not matter at what speed the cyclist moves. Fast cyclists are an obvious risk in collisions but slow cyclists have to wobble around more to keep their balance and they still appear a threat to older people. Collisions can easily lead to broken bones for older people and those fractures take longer to heal.

My personal opinion of cyclists riding on pavements is that they can be classified as children, wimps or yobs. There are no exact definitions of those categories so you make your own judgement when you see them. ICAG has no collective opinion about riding on pavements but ICAG/LCC generally encourages cyclists to act legally while lobbying for better facilities.

If anyone asks me what ICAG does about it I tell them that we collaborate with the Council to improve facilities for cyclists on the roadway thus we do what we can to keep cyclists on the road, not the pavement. I do not tell them that cyclists are avoiding risks by riding on pavements. Most people know that but they don't see why they should be endangered because the wimps and yobs don't want to take the trouble to use the carriageway correctly.

Children on small-wheel bikes (diameter 18" or less) are expected to stay on the pavement while learning. Bikes with only a front brake are not legal on the road. The law has never taken account of small wheel bikes for adults. BMX bikes are street-legal and are for use on or off roads but off-road does not mean on-footway. In British law they count as adult bikes for use on the road.

The attitude of the police is that cycling on pavements is a minor offence that is a problem to them at present because it can only be dealt with by summons to court. There has been some publicity earlier this year about turning it into a fixed penalty offence but that still requires police time. There is no chance at present that the Crown Prosecution Service will

allow the time of Highbury Magistrates Court to be used for cycling offences so only general advice and cautions will be issued by the police. When fixed penalties are allowed there may be a bit more action.

The police in Islington, as elsewhere, can be criticised for failing to take this seriously while a problem built up across the whole country. They have failed to suggest (in public) any way of increasing resources to control dangerous cycling (and driving). If they have put this subject in reports to the Home Office we don't know of it.

Until the police do more to control dangerous cycling we shall continue to hear the same old complaints from community representatives and every proposal to get more facilities for cyclists will meet objections. But, even inactive ICAG members can help individually by encouraging other cyclists to ride legally on the road, not the pavement.

Website Correction

HARINGEY CYCLING Campaign's website has moved to www.users.globalnet.co.uk/~deor/index.htm.

Apologies for the misinformation in our last issue.

Cycle Workshop Dates

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 7 October, 7 – 9 p.m.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 28 October and 25 November, 7 – 9.30 p.m.

Costs for any session: £1 (50p unwaged) towards costs.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight – 11 and 25 October, 8 and 22 November.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue on 0171 729 5409 (not before 11:00 a.m. on Saturday).

Meeting Dates

ICAG MEETS monthly at the Town Hall.

The next two meetings are 14 October and 11 November from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington please come along.



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group



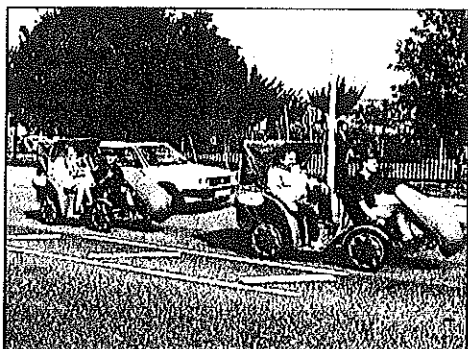
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Issue 11

August/September 1998

Pedicabs Launched

THOSE OF YOU who shop at Sainsbury's Liverpool Road store may have noticed a new vehicle in our midst – the pedicab. These four-wheeled machines are pedal-powered pollution-free alternatives to cars, buses and taxis that can transport you and your shopping to your front door.



More photos at www.hackney-cyclists.org.uk/pedicabs.htm

There are three pedicabs on the road sponsored by Sainsbury's. The driver sits over the front axle with space behind for two adults or an adult and two children plus shopping.

"The pedicabs have attracted a lot of attention with few negative comments", said Jonathan Edwards, the brains behind the scheme. "We hope to go London-wide with Sainsbury's and are also considering home deliveries with a van version of the vehicle".

Jonathan is looking for drivers to keep the three machines running daily from 10 a.m. to 8 p.m. There is a £10 daily rental charge payable by the driver that includes the hefty insurance premium required. The rental is on a *pro rata* basis depending on the number of hours the pedicab is taken out for. Earnings (after deducting the rental) are currently averaging £6 to £8 an hour.

Drivers must be 21+ and hold a full driving licence. "It seems strange, but it gives our customers confidence that our drivers can handle a car-sized vehicle".

If your interested in driving a pedicab please call Jonathan on 0171 704 1884.

Main Route Blockage

AS WE WENT to press the council informed us that its highways engineers want to block the main cycleway in Islington for 18 months.

They want to close the Owen Street section of the cycle route connecting Goswell Road with St John Street. This is to allow a developer, Groveworld Ltd, to rebuild a block of terraces.

Whilst a 4 ft wide path would be left for pedestrians, the highway engineers have proposed that cyclists exit from Colebrooke Row down City Rd, turn into Wakely St., then go back up Goswell Road to rejoin cycle route 3 at Chadwell St.

The council was told in no uncertain terms that this is totally unacceptable. It is a long diversion, in dangerous motor traffic that few cyclists would bother with. We will be meeting a developer's representative to try to see if there is an acceptable alternative

Exmouth Market

EXMOUTH MARKET is to be pedestrianised in the autumn, though cyclists will be able to use it.

At present it is one-way street infested with cars and vans. It is an important part of a route from Farringdon Road and Roseberry Avenue to Skinner Street.

Bike Rack Amnesia

A DEVELOPMENT of 34 flats and houses on the corner of Liverpool and Offord Roads has been completed without the cycle racks that had been part of the planning permission. We were told that the developer might not have enough money!

However, cash had been found for 12 car parking spaces. The Council case officer was left in no doubt that there will be trouble if he is lenient.

Doug's Dank Diary

(or How I Weathered Bike Week)

by Doug Angus

Saturday 9.30 a.m. Victoria Park Bike Festival. Misty start with promise of rain. Set up markers for fun ride round park and lead first ride. Intend to leave midday but lots of other jobs to do. Sun comes out. Caught with no sunglasses, hat or sunscreen.

Tuesday 7.00 a.m. Capital Radio, Leicester Sq. to help with cyclist's breakfast. Not wet at

all as am on stall inside café. Believed to be dry outside.

Wednesday 6:00 a.m. Woken by pouring rain. Must be National Bike to Work day. On bike to help set up ICAG's cyclists' breakfast. Whilst waiting at Colebrooke Row lights admire stream gurgling down City Rd. Discover the joys of wet string handling attempting to tie banners to railings. Leave breakfast at 8.15 a.m. for work. By now am freezing cold. Note: next time wear better socks and fleecy jacket under waterproof to avoid hypothermia.

Friday 8:00 a.m. Visit Hackney cyclists' breakfast. How come they get sunshine and blue skies? Get Liz to join LCC. One more member for Hackney.

Saturday 1:30 p.m. Leave house and head off for Young Persons' Cycling Event at Whittington Park with trailer. Starts to rain. Arrive at park to full downpour. How will we sell stuff from under puddle-covered shower curtain? Amazed at turnout. Loads of kids with parents in tow. Children gamely tackling road safety course in rain. 'Road' markings constantly washing away and need re-painting. Better prepared this time with waterproof socks and fleecy jacket. Mayor arrives in limo. Jeremy Corbyn arrives as wet as we are.

Have to fix kid's puncture in rain. My worst nightmare. Always carry spare myself to avoid roadside repairs. Fingers going numb. Will patch bond properly in damp atmosphere? Fortunately it does.

4.30 p.m. decide to pack up. Tip paddling pool out of trailer. 5.00 p.m. Can't believe it! Rain has stopped. Go to pub to recover spirits. While in pub it's dry outside. Leave pub, rain starts. Get home. Sit in hot bath till fully wrinkled.

Sunday 3.00 p.m. Stoke Newington Church Street Festival. Invited to Maria's BBQ. Sign up Maria and Jacques to LCC. That's three this week for Hackney! Bet they didn't get any for us. Feel smug as rain starts while handing unsold LCC merchandise to Hackney crew.

Colour Copyist Sought

DO YOU HAVE free or low-cost access to a colour photocopier or scanning and printing technology?

If so, you can help ICAG by reproducing colour photographs of cycle(less) facilities to present to the Council.

For more details, ring Leo Chapman on 0171 251 3852.

White Paper Arrives

THE GOVERNMENT'S eagerly awaited White Paper *A New Deal for Transport: Better for Everyone* has finally been published.

Was it worth the wait from a cyclist's viewpoint? LCC's analysis is that it was. The key points (culled from a LCC briefing note on the White Paper) are:

- Endorsement of the National Cycling Strategy targets to double cycle use by 2002, and double it again by 2012.
- Recognition that road danger is a deterrent to cycling, so that road safety policies should take account of cycling.
- The new Greater London Authority to draw up a transport strategy for London which would include cycling and the London Cycle Network
- Provision of secure parking for cycles at bus shelters and research into how pedestrian and cycle access to interchanges can be improved.
- Rail operators to report on their success in meeting the objectives in the code of practice including improved access for cyclists to stations, sufficient and convenient cycle parking at stations and safe and secure onboard storage of cycles.
- To work with operators to find ways of carrying cycles on buses and coaches.
- Local authorities will be encouraged to introduce traffic management measures including cycle route networks and control and enforcement of on-street parking restrictions.
- New guidance on 20 mph zones and reiteration of earlier proposals to free local authorities to make their own decisions about 20 mph speed limits.
- Support for "Home Zones", (with low speeds, which give priority to pedestrians and cyclists) stating that many of the objectives of Home Zones could be achieved without new legislation.
- A new road safety target to be published later this year, with a strategy outlining measures to achieve it. "... improve the safety of more vulnerable road users in a way that is consistent with encouraging more cycling and walking."
- Better enforcement of traffic law to achieve safety targets.
- A review of speed policy to look at the contribution reduced speeds could make to environmental, social and road safety objectives.
- Recognition of the need to relieve congestion in order to benefit cyclists. Legislation, following consultation is proposed to allow local authorities to introduce congestion charging.

- Legislation is proposed to allow local authorities to introduce a charge on workplace parking.
- Funds from congestion charging and workplace parking will be used to fund local transport alternatives (including cycling).
- New guidance will be issued for new developments aimed at ensuring accessibility on foot, by bicycle and public transport.
- Guidance to be issued on how land use planning can promote cycling.
- Proposals to extend the use of speed cameras and improvements to the funding of such cameras. In the longer term, the use of cruise control devices that would prevent cars exceeding the speed limit are not ruled out.
- To work with Local Authorities to encourage the take up of green transport plans by local business. The Government also commits to introducing its own green transport plans for all Government buildings by March 2000.
- Proposals for safe routes to school should allow more children to cycle to school. The Government plans to help fund Sustrans Safe Routes to School projects.

The White Paper is a statement of Government policy. The policy needs to be translated into early legislation and guidance that reflects the White Paper's aims.

To keep the pressure up:

- > Write to your MP (Chris Smith or Jeremy Corbyn) praising the White Paper and urge him to support early legislation. If you drive a car, mention this.
- > Write to your local Councillors expressing your support for the White Paper and that you wish to see measures outlined implemented quickly. Islington Council could do with the revenue from workplace parking!

The white paper runs to 170 pages and costs £16.50 from the Stationery Office in Kingsway. Alternatively it's free to download from the DETR web site at www.detr.gov.uk/itwp/index.htm

The full LCC briefing note on the white paper is available at www.lcc.org.uk/lcc

Wonderful Websites

CAMDEN CYCLING Campaign launched their website in early July and jolly fine it is too. You'll find it at www.greengas.u-net.com/ with amongst other things, information on the Seven Stations Link Cycle Route, a proposal to link seven major rail stations between Paddington and Liverpool Street via Marylebone, Euston and the three stations at King's Cross.

LCC in Hackney have an excellent site at www.hackney-cyclists.org.uk/ and with Haringey Cycling Campaign's site at www.leevalley.co.uk/hcc/home.html it seems we are surrounded by web-wise Local Groups.

This naturally leads to the question as to why ICAG don't have one. Answer: lack of time and expertise. If you have some of the things we currently lack and you'd be interested in launching ICAG into cyberspace and keeping us in orbit please email icag@precise-ltd.demon.co.uk

LCC CTC - 2 become 1?

THE ISSUE of *London Cyclist* magazine that comes with this newsletter contains news of the proposed amalgamation of the London Cycling Campaign and CTC.

In order for the amalgamation to proceed, the members of both organisations will need to endorse the proposals. LCC members will have this opportunity to vote on a motion at this year's LCC AGM on 10 October.

Borough Co-ordinators were briefed on 14 July on the discussions so far. The briefing was followed by a lively debate on key points raised by the Co-ordinators. Further discussion at local group level was encouraged.

If you wish to take part in the discussions, please come to the next ICAG meeting at 7.30 p.m. at Islington Town Hall on 12 August.

Cycle Workshop Dates

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 5 August and 2 September, 7 - 9 p.m.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 23 September, 7 - 9.30 p.m. (Note: there is no workshop in August)

Costs for any session: £1 (50p unwaged) towards costs.

Little Green Ride Dates

EASY-PACED RIDES of around 30 miles run every Sunday fortnight - 16 and 30 August, 13 and 27 September.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 - 6 p.m.

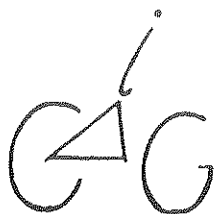
For more details, contact Sue on 0171 729 5409 (not before 11:00 a.m. on Saturday).

Meeting Dates

ICAG MEETS monthly at the Town Hall.

The next two meetings are 12 August and 9 September from 7.30 to 9.30 p.m.

If you've something to say about cycling in Islington please come along.



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Issue 10

June/July 1998

Bike Week in Islington



As part of National Bike Week, ICAG is pleased to announce the following events that are running during Bike Week in Islington

Bike Breakfast

Wednesday 10 June, from 7.30 a.m. Free muffins for anyone who arrives by bike, plus the chance to get your bike looked over by a mechanic from Mosquito Bikes while you're waiting for your muffin to cool down. Junction of City Road and Colebrooke Row.

Thanks to Canadian Muffin Co and Mosquito Bikes.

Young Persons' Bike Festival

Whittington Park, N19 (off Holloway Road), Saturday 13 June, 2 – 5 p.m. A jamboree of bicycling for families and young people, with pedal-powered sound system, bike safety checks, safe riding training, stalls, refreshments, and a gentle ride to finish off the day. Clive 0171 278 6601.

Maintenance Workshops

RECORD NUMBERS of people have been coming to the workshop at Islington Ecology Centre, and some much needed experts have volunteered to help out. The original venue – Sunnyside Ecology Gardens – continues to operate as well and will be advertised in the Islington Wildlife Diary alongside the session at Gillespie Park.

As lots of people have found, fixing your bike on your own in the kitchen isn't half as much fun!

Volunteer experts are still needed, so that some of the regulars can have a break now and then! If you know your way round the mechanics of a bike – and you fancy the challenge of explaining it to someone else – then please call Gavin on 0171 263 0369.

Finally, thanks to David Baister for engraving 'ICAG' on all our tools and to Peter Glass for offering to do the same.

Sunnyside Ecology Gardens: corner of Sunnyside Rd and Hazellville Rd, N19 (off Hornsey Rise). 4th Wednesday of each month, 7 – 9.30 p.m. NB the 4th Wednesday isn't always the LAST Wednesday.

Islington Ecology Centre: corner of Drayton Park and Gillespie Road, N5. 1st Wednesday of each month, 7 – 9 p.m.

Costs for any session: £1 (50p unwaged) towards costs.

A1 Red Route

ICAG ARE CURRENTLY compiling comments and suggestions regarding cycle provision – and how it could be improved – along the particularly nasty A1 Red Route as it passes through Islington. This stretch starts at the Angel, goes along Upper Street to Highbury Corner and then continues up the Holloway Road ending at the notorious Archway Roundabout.

Commitment to cyclists is part of the Red Route strategy – the official leaflet states: “The new London Cycle Network often crosses the Red Routes. Special measures for cyclists include advisory cycle routes, cycle tracks and lanes, advanced cycle stop lines at junctions and signals, strategically placed at crossing points.”

We will pass the compiled suggestions onto Islington Council, who have been asked to comment by the Traffic Director for London.

Please send your thoughts and ideas to: ICAG c/o Emily, 497B Holloway Road, London N19 4DD, or e-mail ICAG@em-m.demon.co.uk.

One Cheer for the Cycle Routes

by Gavin Killip

THE BICYCLE doesn't pollute, doesn't congest roads, gets from A to B quicker than car, bus or tube, makes a positive contribution to the health of the rider and costs little to run and maintain compared to the price of a Travelcard.

So let's have more cycle routes – what could be wrong with that? Well, quite a lot actually. They make life easier for cyclists whose journey happens to run along them and they may play a part in attracting some less confident cyclists to have a go. For that they should be praised.

The trouble is that they cover only a tiny proportion of journeys. If you want to go to the Nag's Head, for instance, you have no choice but to go along a trunk road for some of the journey, constantly at risk from speeding traffic and over-stressed, impatient motorists. The truth is that a local authority is simply unable to tackle the full scale of the problem alone.

A recent survey by the London Cycling Campaign asked people what their major reasons were for not cycling. Fear of motor traffic came top, with air pollution second.

It is more difficult to tackle these issues than to lay some green tarmac along a road; the green tarmac gets laid, but the more intractable problem remains the same. How precisely do we intend to lure people out of their cars?

There are no easy answers, but with the Road Traffic Reduction Bill voted through in the House of Commons and a “yes” vote from the referendum on a Greater London Authority, the time is as good as it has ever been to try

and tackle the underlying problem. Cleaner, more affordable public transport would certainly help, but it would be foolish to ignore the potent attraction of cars as symbols of prestige and freedom.

So, one cheer for the cycle route: a well-intentioned but hopelessly inadequate response to the issues. Cyclists shouldn't have to give up the roads for a third-rate network of cycle routes. The greater prize is to make city living less dangerous, polluted, congested and generally stressful for all people by tackling the many-headed monster of traffic chaos. Bicycles will be just one part of that brighter future.

Forums for Cycling?

ISLINGTON COUNCIL decentralised its management of housing, social services, and environmental health over ten years ago. Since then it has reduced the number of local units by stages from 24 to 11, partly to save money and partly to address complaints of poor service.

Each of the local units is called a neighbourhood and has an associated forum which meets regularly in the local offices. These are publicised via adverts in local newspapers and in the Council's own leaflets delivered to all households.

The shapes of these areas look odd on a map but there is a reason for it. The neighbourhoods (since 1995) match the structure of wards used for electing councillors and it would require a boundary commission to change those.

As an example of neighbourhoods try the following. Highbury Vale consists of the Gillespie and Quadrant Wards and is between Finsbury Park and Aberdeen Lane. Nags Head Neighbourhood consists of Highbury and Sussex Wards and stretches from Marlborough Rd to Highbury Place and from Holloway Rd to Finsbury Park. Mildmay Neighbourhood stretches from Highbury Place to the edge of the borough near Kingsland High St. (Those names are still open to change since the last reorganisation.)

The Forums have consultative status for the Council and a small amount of money to spend. Local people can raise an issue through their forum and expect Councillors or officers to have to consider it. They can also comment on local proposals from the Council.

So, what has this got to do with cycling in Islington? In March 1998 an attempt was started in the Nags Head Forum to eliminate the advisory cycle route along Church Path through Highbury Fields. The complainants were a couple, representing the Highbury Fields Association, who live in Highbury Place where the path starts. They objected to danger to pedestrians, particularly infants at the afternoon nursery on the Fields, and the intrusive nature of a green surface on the cycle path.

They suggest a cycle route along Highbury Grove instead.

Anyone who rides along Church Path at present (April) might think they have succeeded. The path has recently been resurfaced and all markings on the path have been covered up. We are assured they will be replaced and with a coloured surface on the cycle side. This was the first bit of shared path in London and was intended to help cyclists stay off Highbury Grove when riding to Highbury Corner.

This Church Path is on the boundary of Nags Head and Highbury Vale Neighbourhoods. The complainants live just in Mildmay Neighbourhood and were not entitled to vote at Nags Head Forum when the issue was discussed. They are car owners and have connections to the Labour Party. They know the local structures and how to influence the Council. They are reported to be trying to check the legal validity of the original action to make the path open for joint use.

We need to be aware of the actions of the Forums when they impinge on cycle use in Islington. In this case we have first hand reports from sympathetic contacts.

We have no doubt that Church Path will remain for joint use and cyclists must be advised to be wary of pedestrians in the area, but what about all the other cycle facilities in Islington? The number is expanding slowly and the active ICAG members can't be aware of everything all the time.

If anyone else hears of issues like this being raised at any Forum or tenants' or residents' associations or at amenity groups, please let us know as we may be able to arrange for someone to attend a meeting and put our case.

If you are already active at a Forum or prepared to monitor their agenda please let us know of any cycle-related matters which require a response.

Chiltern/Herts Rides

THE RIDES run every Sunday fortnight – 24 May, 7 and 21 June, 5 and 19 July, 2 August.

Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

Return to Finsbury Park is usually between 5 – 6 p.m.

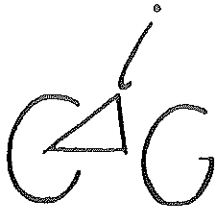
For more details, contact Sue on 0171 729 5409.

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Issue 9

April/May 1998

Diagonal Parking Banned

ISLINGTON COUNCIL has banned diagonal parking in the new Barnsbury controlled parking zone.

ICAG has now asked for 22 more streets in the borough with similar parking provision to be examined.

Leo Chapman, ICAG secretary, has been trying for some years to find a way to get it prohibited: "I've had drivers backing out blindly into me a number of times including two occasions outside the Town Hall where senior Council officers park diagonally".

Leo found an unexpected ally in the fire brigade where seconds count in a rescue.

Islington Brigade Commander, Richard Nichol, explained that ladders are not put over parked cars. The crews have to place the 5 metre ladders on to the footpath to get access to a building's windows.

He showed the Council and the police that diagonally parked cars do not line up at a uniform angle – hindering the movement of fire-fighting equipment. It catches on protruding mirrors and hoses can snag under wheels with potentially lethal consequences. It is easier to get equipment between parallel-parked cars.

Environment Committee Chair, Andrew Bosi, has asked the London Fire and Civil Defence Authority for a definitive ruling on diagonal parking for the whole of London. It may be on its way out in the capital.

Islington Routes

THE BOROUGH Cycling Officer, Tony Bowen, has provided an update on the progress of the London Cycle Network in Islington:

Cycle Route 1: The route is being upgraded through Highbury Fields with additional signing and lining.

Cycle Route 8: The northern section (Beresford Terrace via Highbury New Park to Collins Road) is to be implemented this year – the works have already commenced. The southern section (Beresford Terrace via Wallace Road to St. Pauls Road) will be progressed next financial year.

Cycle Route 2: Drayton Park is to be upgraded with coloured textured surfacing.

Cycle Route 3: An advisory cycle lane along Ecclesbourne Road, Elmore Street and Northchurch Street will be implemented with additional signing and lining.

Cycle Route 7: Mildmay Grove and Northampton Park are being investigated and assessed for the final route. Tony is keen to hear ICAG's views on this route – if you have an opinion please let us know.

There are also a number of sites throughout the Borough that are being upgraded – including advanced stop lines at signals.

The final expenditure for 1997/1998 is expected to be marginally more than the £91,000 that was Islington's share of the settlement. Next year's settlement is forecast to be around £105,000 which will probably be spent on cycle routes 8 and 7.

News from the East

HACKNEY'S TRANSPORTATION boffins are working on a plan to improve the junction of Northchurch Road and Southgate Road.

They propose a mini-roundabout, combined with a zebra crossing to the south side, which would allow cyclists to cross Southgate Road more easily.

The LCC group in Hackney like the look of it and it should be forwarded to Islington Council very soon.

Bi-monthly Bike Maintenance

BUILDING ON the success of the regular sessions at Sunnyside Gardens, ICAG is proud to present a three-month trial of bike maintenance workshops at the Islington Ecology Centre, Gillespie Park, at 191 Drayton Park.

The spirit is the same – self-help, hands-on bike repair with everyone sharing tools and maybe going for a beer afterwards.

We charge £1 a time (50p unwaged) to help cover costs and you don't have to book – just turn up. The date is the first Wednesday of each month for three months: 1 April, 6 May, 3 June. From 7 – 9 p.m.

We would like the trial to be a roaring success, of course, so that we can make it a regular fixture. We also welcome offers of help from anyone who thinks they might like to pass on a few skills. You don't need to be able to do every conceivable repair job – a few people with a bit of experience of fixing punctures, brakes or gears would be very useful. Patience and a willingness to help others are actually just as important as technical expertise.

Call Gavin for more details on 0171 263 0369 (h) or 0181 871 4647 (w).

And in the Press...

A digest taken from the Highbury & Islington Express and the Islington over the last couple of months.

Both of Islington's MP's – Jeremy Corbyn and Chris Smith – voted in favour of the Traffic Reduction Bill... Jeremy Corbyn took the chance to hit out at Mercedes-driving mobile-phone-clutching one-person-one-car commuters clogging Islington's roads and adding to local asthma levels: "Such drivers are ignoring the fact that they are creating a vast amount of pollution and waste as they perambulate down to the City to park in a very expensive underground car park financed by the rest of us".

A report by the Henley Centre showed that Islington is one of the least likely boroughs in London to attract new businesses. One of the main reasons cited is poor environmental conditions.

Islington Council claimed that potholes weren't their fault, but that of the utility companies that dig up the borough's roads.

A new report *Urban Exodus* revealed that in the sample year (1991) around 17 per cent of Islington's population moved out to the country. In general, Greater London's exodus rate is double that of other metropolitan areas such as Manchester.

Parking attendants are calling for police protection after two 'road rage attacks', in one of which a female attendant was run down after she had served a motorist with a ticket. He ran over both her feet, hit her left leg and left her lying in the gutter.

Michael Palin (chairman of Transport 2000 and proud owner of a Mercedes 190) gave an Islington Society lecture where he spoke against Islington congestion and car dependence: "When Robert Louis Stevenson said the great thing is to move, he can't have envisaged the M25".

The Finsbury-based Stroke Association is organising its third sponsored Thames Bridge Bike Ride on Sunday 17 May, covering 33 miles from Tower Bridge to Bushy Park, taking in 15 bridges on the way. It costs £10 to enter; call 0171 566 0300 for more details.

Chequer Street Closure

ICAG has been successful in supporting the closure of Chequer Street, Finsbury, whilst maintaining cycle access.

The street runs mostly through the Peabody Estate and is often blocked by market traders' vans from adjacent Whitecross Street.

Press Officer Steps Forward

WE NOW have a press officer in the person of Emily Lincoln who responded to the ad in the last issue of *Islington Cyclist*.

Emily got off to a flying start by submitting this august newsletter to the High&L Society section of the *Highbury & Islington Express* – articles were reproduced in their 13 and 20 March issues.

Similarly, an ICAG press release prompted an article on diagonal parking in the 19 March edition of the *Islington Gazette*.

If you spot more pro-cycling stories in the local press, you'll know where they're coming from!

Cycling that Stress Away

by Doug Angus

ON AN extremely mild Sunday in mid February, I decided to join the Chiltern/Herts ride.

Work had been extremely hard and I felt that I needed to do some physical activity to help me relax.

I arrived at Finsbury Park station to meet the other riders (14 of us in total) and catch the 10.26 to Knebworth.

One of the pleasures of riding in a group is that you don't have to navigate – the ride leader and regulars come to a junction and know whether it's left, right or straight on.

Being a friendly bunch it was quite easy to strike up a conversation though nobody minded if you just wanted to enjoy the open spaces, fresh air and the sound of wheels on tarmac.

We lunched in a pub garden in a village called Lilley before putting a few more miles behind us on our way to Stevenage and the train home.

And by the way, that night I slept like a baby!

[The rides run every Sunday fortnight 29 March, 12 and 26 April, 10 and 24 May. Meet at 10.15 a.m. at Finsbury Park station. Don't forget your South East network card or to 'borrow' a ride on your best friend's!]

Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue on 0171 729 5409.]

Postcard from... Amsterdam

by Gavin Killip

STUMBLING OUT of Centraal Station into the bright spring sunshine, three trams arrived before you could say 'integrated transport policy'. The light glinted off the canal, and the tall narrow buildings seemed to smile down on the trundling throng of cyclists. Amsterdam – welcome to bicycle heaven.

It's an article of faith among British cycle campaigners that Holland is pretty sorted. So how true is it? Is Holland really all it's cracked up to be? The following is a totally subjective impression...

Crossing the road felt like a major hazard. Cyclists seem to come at you from every side, with a bewildering variety of kerbs, lanes, lines and tram tracks. Everyone seemed to know where to go, though, and I imagine I could figure it out if I stayed for longer than a week-end. The next thing I noticed about the bicycles is the speed. Everyone seems to trundle along at a pace I would personally find frustrating, being a fully paid-up member of the 'keep up with the traffic and assert yourself' school of London cycling. But it was not just the bikes: everything seemed to keep going at a steady, safe speed. London seemed like a whirl of stop-go-stop madness in comparison when I got back. Hmm, food for thought.

Of course, there are still plenty of cars on the streets, with taxis chasing trams down the double tram tracks that run down the centre of many main roads. But when the tram stops, so do the taxis – there simply isn't space to get round, and the central tram/taxi lane has a kerb on either side. It really does seem to work – make it impossible for people to nip in front, or switch lanes without warning, and suddenly the whole traffic scene is comparatively gentle. There's some subtle psychology going on – similar to the situation in London where a motorist stuck behind a bus will often just sit and wait, even though the road ahead of the bus is clear. The same motorist stuck behind any vehicle which can be seen past would get impatient very quickly – whether it's a bike or another car.

What seems to make everyone's blood boil is the idea that there would be a way forward if only 'that idiot' got out of the way. Whether it's true or not doesn't necessarily matter – if people think it's worth a try squeezing past, some of them will have a go. With potentially fatal results.

Lastly, the question of road space. Bicycles seem to travel freely in both directions on all streets. Buses and trams run two-way down the middle of the road, not next to the kerb. This means that, where the mediaeval streets are too narrow, it's the private cars that are marginalised, with one-way flow.

The Dutch seem to have taken the idea to heart of establishing a pecking order of road-users, and assigning road space accordingly. Bikes, pedestrians and public transport simply take precedence over cars. And the funny thing is it actually keeps everything moving more smoothly, cars included.

Steep Hill Route Alternative

THE STEEP Huddleston Road hill can be avoided on Cycle Route 5, by cutting through the Hilldrop Estate.

This takes one on to Dalmeny Avenue with a gentler incline.

The estate entrance is deceptive, so look for the sign 'Saxonby Court' on Hilldrop Road. There is a more obvious entrance further up, but it leads nowhere.

Cycle Route 5 runs from Hatchard Road near Archway to Hungerford Road and then on to Camden.

Engraving Services Sought

ICAG is slowly building up a tool-kit for its bike maintenance workshop(s).

In order to avoid confusion about whose spanner is whose, we would like to mark our own by engraving 'ICAG' on them.

If you can help, please call Gavin on 0171 263 0369 (h) or 0181 871 4647 (w).

Send ICAG an Email

YOU CAN now contact ICAG by email.

So if you have any queries or comments about the local campaign or this newsletter then please send them to:

icag@precise-ltd.demon.co.uk

Meeting Dates

ICAG'S MEETING dates are to change in May from the 2nd Wednesday of each month to the 2nd Monday.

Thus the next two are 8 April and 11 May from 7.30 to 9.30 p.m. at the Town Hall.

We hope that a change in day may enable more members to attend the monthly meeting.



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Issue 8

February/March 1998

Council Officers on Bikes

A JOINT RIDE with Islington Council's Cycling Officer Tony Bowen, colleague Margaret Matthews and ICAG representatives took place in late November. This was a follow-up to their attendance at the previous ICAG meeting.

The ride started outside the Council's offices at 222 Upper Street and headed south towards the Angel – a baptism of fire for our Council cyclists!

We continued down St. John Street to look at the infamous 'tennis court' route. This is where the cycle lane is constantly interrupted by metered parking spaces. The green tarmac stops at each space and continues from the other side causing any cyclist using it to continually pull out to get round the parked cars. This cycle lane serves no useful purpose whatsoever.

The ride turned around and headed back up St. John's Street and turning right into Owen Street picked up the off-road cycle path that takes you across Goswell Road and City Road.

A good facility for avoiding the Angel junction, but marred by the three sets of unsynchronised traffic lights in quick succession.

We followed Cycle Route 3 along Colebrooke Row, through residential streets, over New North Road until we reached the borough boundary with Hackney at Southgate Road.

This route is lightly trafficked and does not require a dedicated cycle lane. Some factors to look for in making such back-street routes a success are adequate signage, direct, rather than roundabout routing and to pass though or close to places that people want to get to – such as shops or leisure facilities.

The ride then headed back to Upper Street having looked at some of the good and bad cycling facilities in Islington.

We agreed to meet again when the milder weather returns and continue our 'view from the saddle' in another part of the borough.

Who Needs Facemasks?

by Adrian Williams

AT THE END of November '97 there was national press publicity for a report from the Institute for Environmental Policy which gives the results of tests for intake of air pollution while on a roadway.

It shows that pedestrians and cyclists near the kerb take in the least. Bus passengers take

in one and a half times as much and car occupants take in up to three times as much.

The worst places for pollution are the centre lanes of busy multi-lane roads because the pollutants form a 'tunnel' down the middle of the road. We don't have many big multi-lane roads in Islington, but this would apply to cyclists when turning right from the widest parts of Upper Street or Holloway Road or riding round the inside of the Archway or Highbury Corner roundabouts.

This information has been available before from Greenpeace – but possibly not as detailed or well publicised. It shows yet another health advantage of cycling compared to riding in cars.

It is worth giving this subject publicity. The sight of cyclists using facemasks to protect themselves from pollution is one of the factors which make the population at large think cycling is risky.

Feel free to tell people they don't need facemasks. People who use them either have a particular problem with some pollutants and have to use them all the time or they are posers, trying to give a macho image.

If you use a facemask and see the dirt on it, agreed, there is a lot of dirt in London's air. That affects us all and can only be solved by traffic reduction. For a quick solution get out of London.

If you want to use a facemask to make a political statement you would do better to use the mask while riding in motor vehicles but not use it while cycling and tell people why you do that. At present we put people off by using facemasks.

More Workshop Sessions

DUE TO THE success of the self-help cycle maintenance workshops at Sunnyside Community Gardens, ICAG are pleased to announce that more workshops will be starting at the Ecology Centre in Drayton Park on the 1st Wednesday of the month from 7 to 9 p.m.

The first workshop will be held on 1 April, followed by 6 May and 3 June.

Workshops at Sunnyside Community Gardens will continue as normal on the 4th Wednesday of the month i.e. 25 February, 25 March, 22 April and 27 May.

The Ecology Centre is in Drayton Park, the entrance is not far from Arsenal tube station.

Sunnyside Community Gardens is on the corner of Sunnyside Road and Hazellville Road N19.

Local Bike Ride

BOB GILBERT of the Ecology Centre in Drayton Park has kindly agreed to run a local bike ride along the route of Hackney Brook. This will be an evening ride in the lighter nights of early to mid May. Watch this space for more details.

Bob has a tremendous knowledge of our area covering historical, social and environmental matters. This was evident during the excellent ride he led along the route of the New River in Islington as part last year's Bike Week.

PRESS OFFICER WANTED

ICAG are seeking some help to liaise with the press.

As with all ICAG roles this one is flexible, but could involve preparing press releases, monitoring local press coverage of cycling-related matters and writing a bi-monthly article of up to 200 words for the *London Cyclist Borough News*.

If anyone has these skills, or would like to acquire them, then please contact Doug on 354 5832 for more details.

Plant a Tree – Ride your Bike

BOB GILBERT cordially invites all cyclists to come and help him and other volunteers on a local tree-planting day on Sunday 8 March.

Meet at the Ecology Centre in Drayton Park at 10 a.m., bring your own sandwiches and boots; hot drinks, tools and gloves provided. Bob will design the day over 3 different local sites so that there will be some cycling in between all the "hard work"! Bob says we might be lucky and be joined by some regular volunteers who bring their own drums for a sing-song at the end!

Please try and support our local projects – there is plenty of scope for us to work together for mutual benefit.

Telephone the Ecology Centre to confirm attendance on 0171 354 5162

Chiltern/Herts Ride Dates

CHILTERN/HERTS RIDES are running every Sunday fortnight – 1 and 15 February, 1, 15 and 29 March and also on Easter Sunday, 12 April. Meet at 10.15 a.m. at Finsbury Park station for the 10.30 a.m. or thereabouts train to Stevenage. Don't forget your South East network card or to 'borrow' a ride on your best friend's!

The rides are a good day out and set at a pace that can be managed by all. There are some ups and downs, (hills we mean) but a good pub lunch and good company are always

the highlights. Return to Finsbury Park is usually between 5 – 6 p.m.

For more details, contact Sue on 0171 729 5409.

Postcard from ... Tasmania

by Gavin Killip

THE FIRST THING I noticed from the plane window as we came in to land at Hobart was the looming hulk of Mount Wellington (1200m) dominating the city. It's a town of about 100,000 people with a mountain the size of Ben Nevis on the doorstep, but with the difference that a road winds its way right to the top.

My sister and I went up in a hire car, but we went past about a dozen cyclists doing the eight mile slog at a constant gradient of one in ten or steeper. Puts Highgate Hill in perspective!

This was a walking holiday, with the crowning glory on Christmas Day of the most amazing views from Tasmania's highest peak, two days hard walk from the nearest road. Dolerite cliffs and mountains carved by glaciers stuck up out of the alpine scrub, home to wombats, wallabies, parrots and three species of snake – all deadly poisonous.

Hobart was holding a wine and food festival, in contrast to the endless mountain ranges in the World Heritage Area. Not only did they recycle as much glass and metal as possible, they even sent used cutlery (made of biodegradable

corn starch) to the Council compost department.

The festival was being patrolled by two cycle cops – self-declared 'social butterflies' who were doing a wonderful job of chatting to anyone and everyone. Bicycles meant they could get right in amongst the crowd, although the pleasure at seeing police officers on bikes was tempered by the sight of pistols at their belts...

It's an island of surprises, but with a dark and gruesome past. From the time of Britain's first convict transportations, Australia has seen many outrages against aboriginal people, and nowhere more so than in Tasmania. As one taxi driver put it, Tasmania is perhaps the only place where a group of people have committed genocide and got away with it completely scot-free.

Pothole Alert

ASSISTANT CYCLING Officer Margaret Matthews is the person to ring when you come across potholes or poor road surfaces especially on bike routes.

She can be contacted on 0171 477 2785 during office hours.

Meeting Dates

ICAG'S MEETINGS are held at the Town Hall on the 2nd Wednesday of each month.

The next two are 11 February and 11 March from 7.30 to 9.30 p.m.

Cycle Trainers Wanted!

Islington Council are looking for volunteer cyclists to help with Road Safety training for schoolchildren and adults.

- *Who can do it?* Any adult who can ride a bike.
- *How much time does it take?* An hour or two on a light spring or summer evening.
- *What skills do I need?* None – training will be given. All you need is the willingness to lend a hand.
- *How much do I get paid?* Uncertain at the moment, but you'd get expenses and maybe a volunteer wage.
- *Why would anyone want to do it?* Might help save someone's life. Looks good on a CV under Hobbies and Other Interests. There's nothing good on the telly anyway.
- *Interested?* Phone the Road Safety Officer, Michelle Walsh, for a chat with no obligation: 0171 477 2565.



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Issue 7

December 1997/January 1998

John Billeter 1957 – 1997

JOHN BILLETER was hit by a car while cycling in the Oxford area and died of his injuries on Wednesday 29 October 1997.

John became ICAG's co-ordinator in April after many years of leading the Chiltern-Herts Ride on alternate Sundays. He wrote about the ride for the August/September issue of *Islington Cyclist* highlighting "the subtle changes of scenery that mark the passing of the seasons" in the Hertfordshire countryside.

At our September meeting he told us that he had an interview the next day for a course in Oxford. If he got it, he would step down as co-ordinator but would be returning to London at weekends and would continue to lead the Chiltern-Herts ride.

He wasn't at October's meeting – he had been accepted for the course. Two weeks later we heard of his death.

The news came as a terrible shock to the regulars at our monthly meetings – it seemed that he was setting his life in a new direction, only for it to be cut short.

John's funeral took place on 11 November at St. Joseph's Church, Highgate Hill. It was attended by representatives from ICAG and Chiltern-Herts riders and followed by a very moving service at Islington Crematorium. Speakers included Sue, as a Chiltern-Herts rider, and Charlie on John's campaigning activities and ability to propose solutions before others had recognised the problem.

John's family have suggested that donations in his memory could be made to the London Cycling Campaign.

Memorial Ride

Chiltern-Herts riders wished to visit the site where John was killed, so eighteen riders assembled at Paddington station on 16 November to take the train to Didcot Parkway.

The ride quickly cleared the new housing estate in Didcot, that didn't exist on the map we were using, and headed north, through the countryside, towards Oxford.

It was an extremely mild day for the time of year, with the surreal experience of riding along a country lane with autumnal leaves

floating thickly down and settling in drifts over hedgerows and verges.

As we pulled up at the junction where John was hit, the mood of the party became sombre. A memorial was created from a bicycle wheel and a small rose bush planted in front of it. Mementoes and flowers were woven in the spokes; an oboe was played.

Forty bulbs were planted round the junction – one for each of John's 40 years; people stood in quiet contemplation, some hugging each other for comfort.

Then it was up the hill to the Old Red Lion, just beyond Garsington, for lunch before setting off for Didcot and home.

Rides to continue

The Chiltern-Herts rides will be continuing as no doubt John would wish.

They will be led by one of the ride regulars. The riders assemble at 10.00 a.m. at Finsbury Park railway station every other Sunday. Forthcoming dates are 7 and 21 December, 4 and 18 January and 1 February.

If you want more details, please contact Sue on 0171 729 5409.

Building New Bridges

ICAG HAS TAKEN a couple of steps towards building better working relationships with Council Officers since the last issue of *Islington Cyclist*.

We met with the Road Safety Officer, Michelle Walsh, in October. A very positive, open discussion led to promises of future co-working, especially in the field of cycle training for children and adults. Islington needs people to work as cycle safety trainers, and ICAG has offered to help find them.

With limited but useful resources (venues, mailshots, contact with schools and other organisations) the Council can organise sessions

and provide basic training. Michelle Walsh also told us of a number of schools around Tollington Park that are taking part in a Ride to School scheme run by Sustrans, the sustainable transport charity.

The idea behind it is to involve the whole school in identifying what facilities are needed where, in order to make cycling a safer, more attractive option for kids and safety-conscious parents.

This seems to be just the sort of initiative that could help break the old, vicious circle of school transport: there's too much dangerous traffic to let the children go by bike or on foot, so we take them by car, thereby making more traffic and more danger.

Tony Bowen, the Cycling Officer, came to November's meeting along with colleague Margaret Matthews.

We discussed the different perspectives of the Council and the Cycling Campaign, and found (unsurprisingly) that our agendas overlap to a great extent.

A joint ride to see some of the best and worst of Islington's cycle facilities is planned before Christmas, giving the Council Officers the 'view from the saddle'.

The idea behind the ride is to show that a cyclist is typically someone who wants to get from A to B quickly, directly, and with a minimum of inconvenience and a maximum of safety.

Experience from around the UK and abroad shows that good quality facilities attract more cyclists, and poor quality are hardly ever used.

If we can help get this message across, then maybe we'll see a higher percentage of cycle routes worthy of the name in the future. Let's help consign the 'cyclists dismount' sign to the recycling bin of history where it belongs. Watch this space.

The Trials of the Treasurer

by Alison Dines

WHEN I became treasurer of ICAG earlier this year I found a Girobank account that hadn't been used for years, containing the princely sum of £30.45!

Access to the money was via a cheque book, bearing an ICAG address that no one was familiar with and which needed the signature of one of three named signatories. By great good fortune one of these, Chris Ashby, is still a member of ICAG, but the whereabouts of the other two were unclear. With the help of Chris I tracked down Tina Cox to Brighton and her name was substituted for mine on the account.

However, the third signatory, Charlotte Harding, has eluded me! The bank accepted a copy of our newsletter as evidence that John Billeter had become ICAG co-ordinator and he was made the third signatory. Very sadly the third signatory will now have to change again.

At the beginning of each year the LCC gives a grant to its local groups. This year it comprised a flat sum of £65 plus 65p per member as of 1 January 1997. ICAG had 510 members at that date, so was entitled to £396.50, but as our budget proposal was nowhere near that big we were given £200 with the proviso that the rest was available if necessary.

The regular expenditure agreed at the ICAG meetings is for the monthly hire of the bicycle maintenance workshop, photocopying the newsletter and supplying *London Cyclist* magazine to 9 Islington libraries.

One-off items have included the Bike Week cyclists' breakfast and stalls at local festivals and fairs. Production of a welcome letter for new, local members of the LCC will incur some expense, but, in addition to the grant, LCC will pay for the postage of two mailshots a year to all ICAG members.

At the next ICAG meeting – 10 December at the Town Hall – we will be discussing 1998's budget submission, so please come along and bring your ideas on how our LCC grant can be used most effectively for campaigning and to encourage new members.

Workshop is a Winner

by Doug Angus

I MENTIONED to Gavin, our workshop organiser, that I'd acquired a bent front derailleur and could the self-help cycle maintenance workshop help me help myself. "We don't do bending", he said with a grin. "You better bring a new one, in case we need to

replace it!"

Undeterred, I arrived at Sunnyside Community Gardens to find the session in full swing. I was surprised, given that it was a dark, chilly October night, to find a dozen or so cyclists with bikes requiring some tender loving care.

Henry already had his bike upside down with the chain off. He'd set off fully prepared with a new chain to replace the worn one on his bike when it snapped less than 200 metres from his flat in Green Lanes, Harringay. A forty minute push brought him and his bike to the workshop and the joys of the chain link extractor from Gavin's extensive tool kit. This little device is placed on the chain and screwed in against a rivet thus allowing the chain to be broken and threaded through derailleurs.

It was a fiddly job, but we persevered and successfully re-joined the chain, only to find it was too long when running from the small chainwheel at the front to the smallest wheel at the back. Another application of the extractor and the chain was off again in order to remove two more links. It was still too long when re-fitted, so we took out another two chain links to complete the job.

Meanwhile Lesley had brought her bike in with a defective back brake. With Adrian's help the brake cable was tightened and the rear brake brought back into operation. Adrian also noticed that the saddle was set slightly too high. A spanner on the seat post bolt quickly remedied that.

My bent front derailleur? The crude application of a pair of pliers re-aligned it and a quick ride showed all gears to be functioning properly.

It struck me that the workshop provided a sense of community and turned what can be a time consuming, lonely chore into more of a social event. I'd recommend it to anyone with a sick cycle. Why not come along?

The workshops are on the 4th Wednesday of each month at Sunnyside Community Gardens on the corner of Sunnyside Road and Hazellville Road N19. The next workshop will be on 28 January (there won't be one in December as most people are otherwise engaged on Christmas Eve.) Donations of £1 (or 50p if low income) from attendees cover the cost of venue hire.

Write There – Write Now

With the Government's apparent recognition of the need for an integrated transport system, there is a danger that funds currently allocated to cycling in London could be lost. Money for the London Cycle Network (LCN) is allocated to London Boroughs after annual bidding to central Government. This money is ring-fenced for cycling use.

Many of us have reservations about the quality of the LCN implemented thus far, but to lose it would mean having to fight for the cyclists' share out of a general transport fund. We want to see funding of the LCN continue with improvements in what is delivered.

Please write to your MP (Chris Smith or Jeremy Corbyn) and tell him why you think it is important to fund the LCN.

Cycle Trainers Wanted!

ISLINGTON COUNCIL are looking for volunteer cyclists to help with Road Safety training for schoolchildren and adults.

Who can do it? Any adult who can ride a bike.

How much time does it take? An hour or two on a light spring or summer evening.

What skills do I need? None – training will be given. All you need is the willingness to lend a hand.

How much do I get paid? Uncertain at the moment, but you'd get expenses and maybe a volunteer wage.

Why would anyone want to do it? Might help save someone's life. Looks good on a CV under Hobbies and Other Interests. There's nothing good on the telly anyway.

Interested? Phone the Road Safety Officer, Michelle Walsh, for a chat with no obligation: 0171 477 2565.

Postcard from ... Rio de Janeiro

by Alison Dines

IN SEPTEMBER I was invited to attend a conference in Rio de Janeiro, through my work. Imagine my delight to find that the venue for the meeting was a hotel on the Copacabana beach and that I could just see the top of Sugar Loaf mountain from my room!

As I wasn't there for very long I only visited the main tourist attractions and downtown area, but kept an eye out for local cyclists. The roads in Rio can be fast and frightening and I didn't see many cyclists using them!

However, a wide cycle track runs along the road at the edge of the wonderful beaches of Copacabana and Ipanema and on Sundays these roads are closed to traffic, allowing a marvellous pedestrian and cyclist free for all. The residents of Rio, *cariocas*, are certainly body conscious and into fitness – with the bicycle being an integral part of this. There is a large lake, *Lagoa Rodrigo de Freitas*, just behind the coast in Rio around which is a cycle and jogging track with distance markers at regular intervals. You can hire bicycles here or go water skiing on the *lagoo*.

I didn't have a chance to find out if the Rio equivalent of the LCC exists and although I would love to go back to the city, from my brief glimpse it didn't appear to be a cycling haven!

Meeting Dates

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Issue 6

October/November 1997

Picnics and Rounders on Hampstead Heath

A NEW EVENT for the summer – repeated twice during August – came up with mixed results.

On the first, sun-soaked evening, six people arrived at the bandstand by the Highgate Road entrance to the Heath. After sharing some very tasty picnic items (Leo's home-made bread proved a high point), the evening seemed more conducive to strolling up to the top of Parliament Hill to watch the sunset, rather than playing rounders.

Second time around, the rain started coming down in sheets at about 6 o'clock, so we went for the alternative option in the Bull and Last at 7.30. Turnout was low – only two people braved the rain – but the pub's very superior bar snacks still went down a treat.

As the nights start drawing in, the rounders bats go back in the cupboard till next year, and the bike lights come out. Where *did* I put that battery charger?

Carpeted Cycle Lanes Cheaper

AT £44 PER square metre the green gravel used for cycle lanes is more than twice the price of good quality Axminster carpet.

Leo Chapman, who found this out, says that of course we should all be pressing for our lanes to be carpeted! There'd be no more bumpy rides. Our scarce Government grants would go twice as far. He also found out from Tarmac that red gravel is only a fifth of the price of the 'Deep Chrome Green' material. Additionally, if a new road is being built red 'metal' can be used for depth so the maintenance is minimal.

Use of the green stuff is not compulsory. The Traffic Director for London says that he intends to use green surfacing on all new cycle lanes and "would support its use by local authorities". Unfortunately, the London Cycling Campaign recommends its use too, probably not realising the cost. We need to see about this.

The green surfacing soon darkens compared with red gravel. Islington has used red on the cycle lanes in Drayton Park but is following recommendations to use green at present.

Transport Sub-Committee

IT WAS ABOUT 10 p.m. on a Wednesday night, when most sane people are contemplating baths, books and beds, that I realised that without really knowing it I had become an activist writes *Usman Khan*.

Six months ago I had gone along to my first ICAG meeting and now here I was asking a 'point of information' (at least that is what I was told by the committee clerk I had asked) at a meeting of the Islington Borough Council's Transport Sub-Committee, of which I had become the official ICAG nominated (non-voting) co-opted member.

My first meeting was thankfully short lasting a little under three hours and finishing just before 11 p.m. I had given up on the previous meeting as an 'observer' – I saw no end to a meeting that sailed through the Midnight hour with consummate ease.

The range of subjects discussed at the Transport Sub (into the short hand already!) range from the high-profile such as the closure to traffic of Liverpool Road, through the optimistic with a series of wish lists with titles such as *Transport Plans for the New Millennium*, to the apparently obscure *Policy Approach to Traffic Calming*. With nearly all the issues on the agenda one could easily make a statement about how 'the needs of Islington cyclists need

to be taken into account'. However, I think the Councillors who vote and the Officers who advise soon develop a deaf ear to such a broken record approach. As such I tried to keep my pointed interjections to a minimum. Yet a presence on the Transport Sub-Committee has its uses in terms of information and a drip drip approach to forwarding the needs of cyclists in the Borough, but I

wonder if the real breakthrough will only come about through a mood change amongst Officers and Councillors brought about by, amongst other things, cyclists in Islington making their presence felt. Either way I will endeavour to keep you informed of developments.

Logo Competition Results

A GRAND TOTAL of seven people called the logo competition number to vote for one of three designs put forward by ICAG members.

In a result which mimics the worst traditions of one-party states the world over, the winner got 100% of the vote! It was though, a genuine result in the case of the ICAG logo...

Thank you to the seven who rang in – and thank you to the three who submitted designs.

We hope everyone likes the winning entry, or at least can live with it. But like it or not, the new logo stands.

Democracy – don't you just love it?!

Meeting Dates

ICAG'S MEETINGS are held at the Town Hall on the 2nd Wednesday of each month.

The next two are 8 October and 12 November from 7.30 to 9.30 p.m.

NORTH ISLINGTON

BICYCLE MAINTENANCE WORKSHOPS

1997

- SELF-HELP
- ALL WELCOME
- NO EXPERIENCE NECESSARY
- SHARE TOOLS – BRING WHAT YOU CAN
- FRIENDLY 'EXPERTS' FOR ADVICE & SUPPORT
- £1 (60p) PER SESSION TOWARDS COSTS

WHERE:

Sunnyside Community Gardens
Corner of Sunnyside Road &
Hazellville Road, N19

WHEN:

4th Wednesday of the month, 7-9.30 p.m.

CONTACT:

Gavin Killip
0171 263 0369

NEXT SESSIONS: 22 October & 26 November

Next copy deadline: Saturday 22 November

Packington 'Moat' Filled

THE CYCLE ROUTE from the City into Packington Square has recently been repaired. The ten-inch wide rut on the north side of the canal bridge was there for a long time, filling with water and grass and looking more like a moat than a cycle route. Even though it had been reported, no action was taken for months, as the Highways people couldn't say whether it was a borough road or an estate road. Thanks go to Michelle in the Packington Estate office for getting it sorted out by talking to the right person in the council's Highways department.

Site Visit Report: Stoke Newington to Canonbury

ICAG'S USMAN KHAN recently went on a site visit with two council officers, looking at plans for cycling facilities to link Stoke Newington Church Street with Canonbury and routes southwards. An 8am start meant that there were streams of cycle commuters coming across the junction in question. The test would be to see where these cyclists went - and especially whether or not they rode along Highbury New Park, the road where the council plans to put in cycle facilities. The ICAG argument goes like this: if routes can be made to follow the 'desire lines' of cyclists themselves, then that serves the needs of cyclists better than someone picking a route fairly arbitrarily and guessing/hoping/assuming that people will use it. All the cyclists that morning came across the junction as if they were heading for the proposed cycle route, but they then all took a short cut down a pedestrian alley. None of them used Highbury New Park at all. ICAG conclude from this that the Highbury New Park proposal does not meet cyclists' needs. Observation and gut feeling suggest that a better option might be to put traffic-calming measures at the top and bottom of Petherton Road. Ideally, the right-hand turn from Green Lanes into Petherton Road would be made safer. This is what ICAG plans to tell the Council. If you use this route regularly, why not let Islington's Cycling Officer know what you think?

Write to Tony Bowen, Cycling Officer, Islington Council, 222 Upper Street, N1 1YA. Please send a copy of any letters/replies to ICAG c/o LCC.

The Ride of My Life

An occasional column profiling regular Islington cyclists.

Philippa Major is a medical researcher at St Thomas' Hospital. Her daily ride to work takes her from home near the Holloway Odeon to Waterloo.

What route do you take to work?

Holloway Road, Liverpool Road, St John Street, round Smithfield Market onto Farringdon Road, over Blackfriars Bridge and along the South Bank.

Do you use any cycle routes?

The only bit of cycle lane I encounter is about ½ a mile on the southern end of St John Street and it always has a comprehensive covering of parked cars and scaffolding - very helpful...

What are the best and worst parts of your journey? The daily terror is crossing two lanes of traffic over Blackfriars Bridge, ready to turn down the South Bank. Perhaps this is the adrenaline rush I need before a day at work. However, the views across the river, whatever its mood, make this the best bit too.

Any chance of a shower when you get to work? NO. But hopefully the new BUG (bicycle users group) will get some results, and better lock up facilities would help too.

Finally, what are your reasons for riding a bike to work? It always takes 35 minutes to get to work, independent of leaves on the line. And there are always lots of lycra-covered muscles to look at, competing for pole position at junctions along the way.

Neighbouring Groups' Diary

CAMDEN - Meeting about cycling hazards in Camden, Wednesday 15 October, 7 pm. The Lock Tavern, corner of Harwood Street & Chalk Farm Road.

HARINGEY - Meeting on Thursday 9 October, 8 pm in the Tollgate pub, Turnpike Lane, N22 (near Turnpike Lane tube going towards Hornsey).

Angel Junction Safety 'Improvements' planned

A PUBLIC EXHIBITION of proposed changes to the Angel junction was on display at the Business Design Centre from 18 - 20 September. Billed as a move towards greater pedestrian safety, the £250,000 proposal involves bigger pedestrian islands, new traffic light phases, pavement widening to discourage illegal left turns from Goswell Road into St John Street, and a new no-left-turn from Pentonville Road into Islington High Street. Work is planned for next spring.

An all-red-light phase - arguably the best option for pedestrian safety and mobility - is deemed impossible because it would snarl up the traffic too much. Meanwhile, cyclists are not taken into account at all beyond a future plan to put a bit of green gravel on the pavement of St John Street with a give-way line before you get back onto the road at the traffic lights.

Send your comments (by 6 October) to Linda Margetson, Highways Agency, Rm 413, Heron House, 49/53 Goldington Road, Bedford MK40 3LL. For a more detailed briefing, contact Gavin Killip 0171 263 0369.

'Ask not what your country can do for you, but what you can do for your country' John F. Kennedy

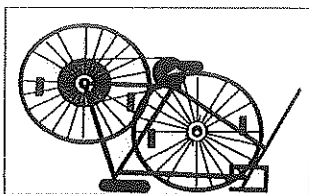
ICAG offers a modest contribution to better understanding between 'them' and 'us' - an invitation to discuss cycling, traffic and safety issues with two Islington Council officers:

Tony Bowen, Cycling Officer
Michelle Walsh, Road Safety Officer

Where: Islington Town Hall, Upper Street

When: Wednesday 8 October, 7.30 pm

All welcome - All welcome - All welcome - All welcome - All welcome



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group

Issue 5

August/September 1997

Bike Week

ISLINGTON BY CYCLE WEEK, ICAG's contribution to National Bike Week, was book-ended by two Dr. Bike sessions at the Angel where practical mechanical help and advice was prescribed for sick cycles.

The first session was followed by a feeder ride to the Bike Festival in Victoria Park, a well attended event on a sunny afternoon. The planned bicycle polo match didn't materialise so ICAG will have to play Camden Cycling Campaign another time.

The Cyclists' Breakfast held mid-week on Bike to Work day was a great success even though it rained. Food was provided by The Canadian Muffin Co. and Pret a Manger with bike maintenance courtesy of Mosquito Bikes.

Around 120 cyclists stopped for a bite to eat, a chat and advice on those squeaking noises emanating from bottom brackets.

The final event was held the following week with a ride with Islington Ecology Centre's Bob Gilbert. His theme was the lost New River.

The ride met at Gillespie Park and moved on to Clissold Park, where an ornamental water filled loop marked the start of the ride and the lost New River. The route followed the filled in sections down Aden Terrace, Petherton Road, Wallace Road, New River Walk, Astey's Row and then down Colebrooke Row/Duncan Terrace towards New River Head in Roseberry Avenue.

Along the way, Bob pointed out the flora and fauna (a terrapin in the New River Walk?) and talked about the local history of places we passed.

ICAG look forward to presenting an even bigger and better Islington by Cycle Week next year.

Ride the Chiltern-♥s

THE CHILTERN-HERTS ride has taken place on every other Sunday for over six years. In all weathers we have gone forth into the agricultural Hertfordshire countryside to appreciate the subtle changes of scenery that mark the passing of the seasons.

Although Hertfordshire has its share of urban sprawl nearer London and some blighted New Towns further out, most of the area remains delightfully rural. Newcomers are usually surprised that such pleasant surroundings exist so close to the metropolis.

Numbers vary, from a handful in the depths of winter, to 30 when the weather is guaranteed to be fine and the listing has been included in *London Cyclist*! A steady influx of new faces complements the regular riders.

The Chiltern-Herts ride can be accomplished by anyone with a working bicycle. Our well-established routes are taken at a leisurely pace of approximately 10 miles per hour – we are out there to enjoy companionship and the surroundings not to see how many miles we can clock up. We stop to eat at a village pub after 15 miles. We do a similar distance after

lunch back to the railway station where we catch a train to take us back to Finsbury Park.

The ride is often eventful. There are always encounters with nature, such as galloping deer or a fine sunset, or discussions about topical or philosophical issues as well as matters cycling.

You will only know what the ride is like by turning out on Sunday morning and getting to Finsbury Park BR by 10.30 a.m. We look forward to seeing you on the next ride (17 August) and alternate Sundays thereafter.

Picnics and Rounders on Hampstead Heath

LOOKING FOR SOMETHING fun but not too strenuous to while away the long summer evenings?

Then come along to a Thursday night picnic on the Heath. Bring your own food and drink. There will be an optional game of rounders if enough people want to play. All welcome – and you won't get roped into cycle campaigning against your will – honest!

There are two dates:

- Thursday 14 August, 6.30 p.m. till dusk
- Thursday 28 August, 6.30 p.m. till dusk

Meet by the bandstand next to the café (Highgate Road entrance next to William Ellis School), or look out for us nearby.

Wet weather alternative: meet in the Bull and Last pub, corner of Highgate Road and Woodsome Road from 7.30 p.m.

Your Chance to Vote for the ICAG Logo

AVID READERS of *Islington Cyclist* may have wondered what happened to the logo.

We had intended to electronically tweak all three entries and present them to an ICAG meeting, but we've decided instead to ask you to vote for your favourite.

The designs here are as they were drafted, so once we have a winner we'll tidy it up, add ICAG's name and start using it.

How to vote: The logo hotline will be open for a limited period only, so ring 354 5832 and leave the letter of the logo you like at the tone. The logo hotline is open daily from 9 a.m. to 9 p.m. It will close promptly at 9 p.m. on Friday 8 August, so get your calls in soon.



Logo A



Logo B



Logo C

A Breeze Blows Down Upper Street

111 CYCLISTS were required for a performance of *Eine Brise* – a breeze – as part of the Islington International Theatre writes Doug Angus.

This was to be the British première of the work by Mauricio Kagel described as *Flüchtige Aktion für 111 Radfahrer* – Fleeting Action for 111 Cyclists.

Saturday started drizzly as we assembled inside the Union Chapel to rehearse. Our conductor, Stephen Montague, asked us to pick up a bell or horn to practise the first musical element of ringing and hooting.

The second musical element was whistling and singing of three tones on a rising scale.

The third was wind sounds and rolled Rs followed by a repeat of the bells and horns.

"OK, lets put it altogether, bells/horns, rising tones, wind sounds, bells/horns", said Stephen. Result: shambles.

With more practice the group was almost in unison. Then to the next level. We were to ride down Upper Street passing four flags. At flag 1 we would start the ring/horn cycle, changing to rising notes at flag 2, then wind sounds from flag 3 finishing with rings/hoots from flag 4.

To rehearse this we formed a circle and the flag bearers walked around us to signal the changes. It dawned on me what I'd let myself in for and we weren't yet on our bikes!

That was soon remedied by moving to Highbury Fields to practise formation cycling. We formed groups of ten with a designated group captain. The captains were briefed by Stephen about the formation. It was to vary between one and four cyclists abreast with each cycle 1½ metres from its nearest neighbours.

I was in the first group, behind our group captain and Stephen. Quite easy to keep in formation, or so we thought.

"The front's going too fast", came the cry. Well we didn't think so!! The problem was that a reasonable moving off pace at the front somehow left the bikes at the back struggling to catch up.

A slower start fixed that – then we tried to put it together – flags 'n' all.

My heart sank, it would never fly, not even fleetingly. It reminded me of trying to pat your head and rub your tummy at the same time whilst playing hopscotch for good measure.

We broke for lunch, followed by more rehearsing in our rather fetching yellow T-shirts. Then we were ready to meet our public.

Upper Street was closed to motor traffic for the Saturday, the space reclaimed by Festival-goers. Burly security men cleared a path through the crowd in readiness for the spectacle.

It's hard as a performer to judge the effect perceived by the stationary observer, though there was cheering and clapping, so some of our audience must have enjoyed it. We gave a second performance a few hours later and the

sun came out. Surely a sign.



Photo: Andrea Osborne

I'm not sure what it all meant, but that wasn't the point. It was great fun to be with a large group of cyclists and see this disparate bunch come together in less than six hours to work as a team.

Oh and if you missed it, the next performance is in Berlin on 11 September. Sadly, I shan't be there.

Build a Bike

ICAG PUT THEIR cycle maintenance skills to the test by building a bike at the Sunnyside Community Gardens Festival from recycled spare parts.

Hundreds of people visited the Festival at Sunnyside Gardens off Hornsey Rise, with attractions ranging from goats and donkeys, nature trails, a bouncy castle and face painting, to live music in the garden and, of course, the bike.

Tools and parts were laid out on the ground at lunchtime, and by 6 p.m. a Peugeot racer had risen phoenix-like from the heap of discarded bicycle bits.

The bike is a gift to the staff and volunteers of Sunnyside Gardens, a community green space and environment centre. "It's great," commented Sunnyside worker Ben Hooke. "Volunteers can use the bike for short trips, and the Build-a-Bike exercise ties in with broader environmental issues – finding a use for things instead of throwing them away."

The whole bike cost the princely sum of £17 for new parts like brake cables. Donations dropped in a bucket on the day helped cover the cost.

The event generated publicity for ICAG's recently started bike maintenance workshops. As the bike builders chatted with people, it became clear that there is a latent demand amongst cyclists to become a bit more self-sufficient in diagnosing and fixing problems.

Workshop organiser Gavin Killip explained, "It's about helping people build their skills and confidence. People get a real sense of achievement when they do something for themselves for the first time and a cyclist who arrives at a workshop with one working brake is a lot safer when they leave with two. All anyone needs is the will to have a go. We provide a bit of encouragement and expertise along the way."

N.B. ICAG does not need any more second-hand parts at the moment!

Short Cuts

YOU KNOW how it is. Too late for the last train, the crowded N19 night bus with its misted up windows disappears into the distance and not a cab in sight. If only you had cycled into town.

Well now ICAG can show you the quickest and safest routes to and from the West End.

Meet outside the Town Hall on Sunday 7 September at 11 a.m. for a leisurely late morning trip into town. Coffee at Bar Italia (or similar) and an alternative route back. Bring your Sunday papers.

Meeting Dates

ICAG'S MEETINGS continue at the Town Hall on the 2nd Wednesday of each month.

The next two are 13 August and 10 September with new times from 7.30 to 9.30 p.m.

NORTH ISLINGTON

BICYCLE MAINTENANCE WORKSHOPS

1997

- SELF-HELP
- ALL WELCOME
- NO EXPERIENCE NECESSARY
- SHARE TOOLS – BRING WHAT YOU CAN
- FRIENDLY 'EXPERTS' FOR ADVICE & SUPPORT
- £1 (50p) PER SESSION TOWARDS COSTS

WHERE:

Sunnyside Community Gardens
Corner of Sunnyside Road &
Hazelville Road, N19

WHEN:

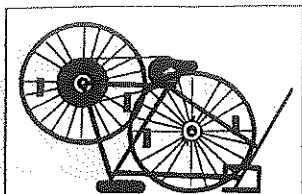
4th Wednesday of the month, 7-9.30 p.m.

CONTACT:

Gavin Killip
0171 263 0369 (h) 0171 404 3454(w)

NEXT SESSIONS: 27 August & 24 September

Next copy deadline: Saturday 20 September



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group

Issue 4

June/July 1997

Islington By Cycle Week



As part of National Bike Week, ICAG is pleased to announce the finalised listing of events that are running as Islington By Cycle Week.

You, your family and friends are very welcome to join us at some or all of them.

If you have any queries about any of the events please ring the named contact person.

Saturday 7 June – Dr Bike and Cycle Coding.

10.30 am - 1.30 pm outside the Royal Bank of Scotland at the Angel. George: 359 4625

Saturday 7 June – Feeder Ride to Bike Festival 1997.

11.15 am outside Islington Town Hall in Upper Street.

We will be riding to the Bike Festival in Victoria Park to join cyclists from all over London. As well as fun rides in the park, women's Dr Bike, a 5 mile challenge ride plus numerous other happenings, ICAG will be playing the Camden Cycling campaign at bicycle polo. See the article on page 2 for more information. John: 272 2274

Wednesday 11 June – Cyclists' Breakfast.

8 - 10 am at the cycle crossing at the Junction of City Road and Colebrooke Row.

Yes folks, it's Bike to Work day and to sustain you on your journey come and join us for breakfast. Chris: 609 5093

Saturday 14 June – Dr Bike and Cycle Coding.

10.30 am - 4.30 pm outside the Royal Bank of Scotland at the Angel. George: 359 4625

Thursday 19 June – Islington Wildlife Cycle Ride.

6.30 pm at the Islington Ecology Centre on Drayton Park N5.

An evening cycle ride in conjunction with the Islington Ecology Centre around the hidden bits of Islington that actually contain unique samples of wild plants and animals.

Helpers needed for Islington By Cycle Week, Cyclists' Breakfast, Dr. Bike, leafleting etc.

Contact: John Billeter on 272 2274

Polo in the Park

THE CHELSEA PEDLARS will play an exhibition match of bicycle polo at the Bike Festival in Victoria Park, Hackney on Saturday 7 June.

The Pedlars ride specially stripped-down bikes and have agreed to allow other cyclists to use them to play their own matches at the Festival.

ICAG is taking this opportunity to accept a challenge from our neighbours in the Camden Cycling Campaign, so come along and help us win by joining one of our teams or cheering us on.

The Bike Festival and polo matches will take place on Saturday 7 June between 12 noon and 4 pm. If you want to be part of a team ring Leo Chapman on 251 3652 for more details or turn up on the day.

Formation Cyclists Sought

THE ALMEIDA THEATRE and the Islington International Festival are staging a premiere musical spectacle, 'Eine Brise' by the German composer Kagel, along Upper Street on Saturday afternoon 28 June.

111 bicycles and cyclists are required to ride in formation along the highway in conjunction with the music. Musical experience is optional, but the ability to ring a bell or honk a horn would be appreciated! The Almeida will provide drink for all and bells/horns for those who require them.

Please contact Mark Hammond at the Almeida on 359 1666 if you're interested in participating.

ICAG Co-ordinator Appointed

JOHN BILLETER is the new co-ordinator for ICAG. He replaces Carl Farmer who is leaving us at the end of May to live in Rhode Island.

John will be supported in his new role by Usman Khan, who will represent ICAG on the Council's Transport Sub Committee, and Alison Dines who is our new Treasurer. Doug Angus will continue to edit the newsletter.

We are still looking for somebody(s) to liaise with the press.

If you are interested then please contact John on 272 2274.

The 'Popular Route' of Many Guises

By Leo Chapman (no relation)

ICAG's Petroleum Posse spent last Sunday morning admiring the highly professional handiwork of Islington's Chief Engineer, Clive Chapman, in accommodating the motor car on Cycle route 6 (St. John Street) on what is jokingly

called a 'popular route', just over one mile, on the Council Cycle Map, and beginning in Bunhill Row, near the Barbican.

Both routes funnel many of the 310,000 City employees to or from work. The routes are on the north edge of the Square Mile.

The St. John Street route will be rhapsodised in a future issue. Suffice to say that the odd parking-metered space is interspersed in the green cycle lane lest a motorist be inconvenienced.

Bunhill Row Raceway

The 'popular route', beginning near the Barbican, ends at Prebend Street, Canonbury. At just over one mile it is quite a long, direct distance in inner-city terms.

The one route has many names. It begins as one-way Bunhill Row, crosses Old Street to become one-way Bath Street, crosses City Road to enter the Borough of Hackney and become two-way Shepherdess Walk and then crosses the Regent's Canal to re-enter Islington and become Packington Square (which is not a square) and then ending at Prebend Street.

The one-way stretches in Islington puzzled the Posse. Bunhill Row could possibly be justified if it linked with a major City (Corporation of London) one-way system. Perhaps there was one there once. Now there are only the Lilliputian Moor Lane and Finsbury Street one-way roads at the beginning of Bunhill Row. Each is only about 60 yards long.

Bunhill Row and Bath Street total about half a mile and the Posse marvelled at vehicles enjoying the freedom of their one-way running. Exceeding the 30 mph speed limit obviously was perfectly excusable on such a thoughtfully-designed thoroughfare for getting motorists out of the City and home as fast as possible.

But getting south to work is another matter on one-way streets going north. The Posse thought that this was a lacuna in the concept of the Chief Engineer at the time.

Packington Square passes through the Packington Estate and is two-way. It is fairly new. But it has seven thoughtfully designed speed

tables with 14 ridges about 1½ inches high. This makes cycling there quite an adventure. Most cyclists use the footpaths.

The Square also has on each side of the street echelon (angle) parking in raised saw-teeth-like bays. Drivers cannot see as they back out. This can be death to cyclists. It is just as well that the speed tables have been designed to be as uncomfortable as possible for riders. The Posse thought that this was technically absolutely correct. The footpaths are far safer. The Posse concluded that Islington's traffic engineering department has a jaundiced view of work in the City and could be congratulated for a design that allows the bowler-hatted brigade to escape to points north as quickly as possible.

New cycle stands had to be fitted in quickly (see last issue) in order to meet the end-of-the-financial-year deadline. We said that this had to be rushed. However, the traffic engineer involved points out that the actual design work was not rushed.

Sunday Rides Continue

REGULAR RIDES will continue through the summer – departing from Islington to the Hertfordshire countryside on alternate Sundays.

The rides are typically around thirty miles in length at an easy pace with a pub stop for lunch.

For further information ring John on 272 2274, otherwise meet at 10.00 a.m. at Finsbury Park railway station on 8 June, 22 June, 6 July, 20 July and 3 August.

Classified Ads

THIS IS a free ad section for ICAG members. Please send your 'ad' to the Editor for inclusion in the next issue.

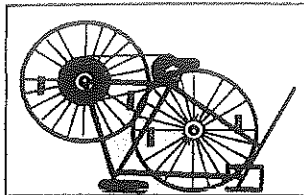
ICAG Meeting Dates

Wednesday 11 June 1997	7-9 p.m.	Town Hall, Upper Street
Wednesday 9 July 1997	7-9 p.m.	Town Hall, Upper Street

ICAG meet on the 2nd Wednesday of each month.

We have chosen the Town Hall as it is in the centre of the Borough and since the meeting is sponsored by a Councillor, we do not have to pay for the venue. Our meetings are informal even though they're held in a formal room with a big table. ICAG is totally independent of Islington Council. Come along and give us your ideas about cycling in Islington.

Next copy deadline: Saturday 26 July



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group

Issue 3

April/May 1997

Bike Week

HELPERS AND VOLUNTEERS are needed for the ICAG events listed in the National Bike Week pull out included with your *London Cyclist*. Please phone the contact persons listed. Thank You.

The next *Islington Cyclist* will carry a full listing of all ICAG events together with any last minute changes – so keep your eyes glued to your letterbox.

Co-ordinator to Step Down

AT MARCH'S ICAG meeting, Carl Farmer, Islington's LCC Borough Co-ordinator announced that he would be leaving ICAG – and the country – at the end of May. Carl was a founding member of ICAG 20 years ago, making ICAG an older organisation than the London Cycling Campaign itself! Some of ICAG's history will be featured in a future issue of *Islington Cyclist* in an article written by Carl.

We will be very sorry to see Carl leave – his knowledge and experience of things Islington and cycling will be sorely missed together with the hard work that he has put into ICAG. A big thank you goes to Carl from all ICAG members. We hope to keep in touch and send him our news via the Internet.

Cycle Workshops Now Open!!

IT WAS the sort of weather that drowns bicycles and blows the tape off your handlebars. Someone rang in the late afternoon and asked if it had been cancelled, as surely no-one would turn up. Yet at 7 p.m. on 19 February the rain stopped and the wind slowed a bit.

Seven cyclists turned up to a warm welcome in a lovely eco-building. Enough bike parts arrived to build-up some complete bikes from scratch. Tools were spread out on tables. Skilful advice was offered and gratefully received. What fun. Jolly exciting too, as promised in the last newsletter.

The scene was repeated with the second workshop on 19 March. Nine people enthusiastically pulling bikes to bits (and then putting them together again aided by the more experienced!).

We are aiming to make the workshop a Tri-Borough event with our neighbours in Camden and Haringey given the workshop's location at the Sunnyside Ecology Centre in the north of Islington.

As the weather improves and your bikes come out for the summer we hope to see you there.

The next workshops will be 23 April and 21 May starting at 8 p.m. at the Sunnyside Ecology Centre, north side of Sunnyside Road and Hazelville Road, N19.

Further details from Chris Ashby (609 5093).

Signs of the Times

ICAG IS CURRENTLY appearing in flashing lights on the electronic notice boards outside the Town Hall in Upper Street and at the Archway.

Our notice is up for a year and says:

MOST JOURNEYS IN
ISLINGTON CAN
BE DONE QUICKLY
BY BICYCLE.
ISLINGTON CYCLISTS
ACTION GROUP SAYS:
'GET ON YOUR BIKE'

Another traffic related notice has been put up by Islington Alert who monitor traffic matters. It quotes the Council's Unitary Development Plan (UDP):

'COUNCIL CONSIDERS
THAT THE USE OF CARS
SHOULD BE DISCOURAGED'
- ISLINGTON ALERT SUPPORTS
THIS COUNCIL POLICY

These notices point up policies in the UDP that may be little known to the average voter/Council taxpayer and cyclists should bear them in mind when talking to motorists.

ICAG Rides Again

AS REPORTED in the last issue of *Islington Cyclist*, the second Ride the Routes Ride will take place on Sunday 13 April following December's successful Northern Exposure ride. This time we will explore the routes in the Southern Climes of the Borough which gives a number of advantages over the first ride:

- ☒ more daylight (sunset not until 7:50 p.m.)
- ☒ warmer (April rather than December)
- ☒ even warmer (the route will be nearer the equator!)

So bring family, friends and any stray cyclists you pick up on the way. Meet outside the Town Hall at 10.30 a.m.

Further details from Carl on 226 3742

Cycle for a Curry in Comfort

THE INDIAN VEGETARIAN restaurant in Chapel Market is setting a cycle-friendly example to other restaurateurs in the area by paying for two cycle stands around the corner in Godson Street. This is almost unheard of and the owner R N Safa is to be congratulated.

Islington Council are installing these stands along with 65 others separately funded by central Government. The Government money had to be spent by the financial year's end so the location of the stands has been a rush job. The 65 are distributed:

- 30 stands at Old Street tube station
- six stands at Archway tube station in Archway Mall – we have asked that they be brought nearer Junction Road so that they can be seen from the station entrance
- three stands at Holloway tube station near the railway bridge – this is not the best site but pipes and cables near the surface prevent them from being put nearer the station entrance
- six stands at Canonbury railway station in Wallace Road
- three stands at Essex Road railway station in Canonbury Road
- seven stands at City University in Meredith Street

○ six stands on the opposite side of Holloway Road to the main North London University building

○ four stands outside the new Tesco Express store at Islington Green

Leo Chapman spent a day checking the sites and found the plans were hard to follow since they had been hastily drawn up.

LBI and ICAG have agreed to compile a list of potential sites for the next time money is available. Please contact the Editor with your list of favoured sites.

Press Officer Wanted

WHILE SORTING out roles in ICAG to cover Cafi's departure, we concluded that we need somebody(s) to liaise with the press.

As with all ICAG roles this one is flexible, but could involve preparing press releases, monitoring local press coverage of cycle-related matters and writing a bi-monthly article of up to 200 words for the *London Cyclist* Borough News.

If anyone has these skills then please contact Carl on 226 3742 for more details.

Train Assisted Shire Cycling

CALLING ALL Sunday cyclists – regular rides are now departing from Islington to the Hertfordshire countryside on alternate Sundays.

The rides are typically around thirty miles in length at an easy pace with a pub stop for lunch.

For further information ring John on 272 2274, otherwise meet at 10.00 a.m. at Finsbury Park railway station on 13 and 27 April, 11 and 25 May and 8 June.

Did you see?

THE *Islington Gazette* of 6 March featured ICAG's very own Carl Farmer in its Islington People section. Carl was quoted as having 12 bikes, but *Islington Cyclist* can now report that he has recently acquired yet another. The new bike was on show at the last ICAG meeting and consists of an electric blue aluminium folding frame with full suspension, 18" wheels and 7 gripshift gears.

The bike is an American import manufactured by R&M in Germany where

it is called the Birdy, but in the good old US of A it's badged Jeep Renegade Wrangler after the bigger 4 wheel drive, off road, all terrain, petrol driven vehicle. Why anyone needs 4 wheels is beyond us all.

At the end of the meeting a small crowd gathered covetously around the machine whilst Carl demonstrated how to fold it down into an easily carried package; ideal for those mixed transport mode journeys.

Summer Mass

FOR THOSE of you who prefer your campaigning to be of a more direct nature why not try the Central London Critical Mass. A Critical Mass is where a large number of cyclists ride around *en masse* briefly dominating the road they travel along in much the same way that motorised vehicles do.

The only fixed point is the start: 5.45 p.m. at the South Bank under Waterloo Bridge on the last Friday of each month. After that, who knows – Critical Mass has no organisers or leaders and wends its way through London's streets enjoying the space and relative quietness it creates.

The next two rides are 25 April and 30 May so come along and be part of a cycling phenomenon.

Chapter & Verse on Cars - Use it!

A USEFUL dictum to file for use in letters to the press and in argument is Islington Council's car policy: "the Council considers that the use of the car should be discouraged". This is on page 195 of the Unitary Development Plan (UDP).

Also "the Council will continue to reject

Meeting Dates

Wednesday 9 April 1997	7-9 p.m.	Town Hall, Upper Street
Wednesday 14 May 1997	7-9 p.m.	Town Hall, Upper Street

DUE TO the new Council year starting at the end of May future dates need to be confirmed. We will continue to try for the 2nd Wednesday of each month.

We have chosen the Town Hall as it is in the centre of the Borough and since the meeting is sponsored by a Councillor, we do not have to pay for the venue. Our meetings are informal even though they're held in a formal room with a big table. ICAG is totally independent of Islington Council. Come along and give us your ideas about cycling in Islington.

Next copy deadline: Saturday 17 May

any Government proposals which would give priority to car owners to drive whenever and wherever they wish", page 179.

Each Borough has to draw up a UDP and they have the force of law under the Town and Country Planning Act 1990 and the Planning Compensation Act 1991. The Islington UDP also supports journeys within the Borough by bicycle.

ICAG Logo – an Update ...

DUE TO LACK of time on the Editor's part, no progress has been made with comparing electronic designs of the three short-listed logos. We will make a special effort to get this resolved in time for the next issue and Bike Week.

Bicycle Polo

A REMINDER that ICAG has been challenged by the Camden Cycling Campaign to a bicycle polo tournament during Bike Week, June 7 - 15.

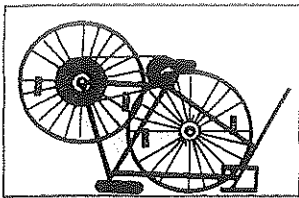
If you would like to find out more please ring Leo on 251 3852 (if on answerphone please repeat your telephone number).

Classified Ads

THIS IS a free ad section for ICAG members. Please send your 'ad' to the Editor for inclusion in the next issue.

TRICYCLE WANTED by local Councillor for journeys to and from the Town Hall. Contact Margot Dunn on 607 8500.

23½" FRAME, fixed wheel bike wanted. Contact Chris Ashby on 609 5093.



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group

Issue 2

February/March 1997

National Bike Week: 7-14 June 97

ICAG ARE proposing the following events for London By Cycle Week on 7-14 June as part of National Bike Week. Please let us know which events you could help organise, help on the day or attend.

1. **Doctor Bike Surgery at the Angel**, (7 & 14 June).
2. **Shoppers Challenge**, (30 & 31 May).

This is a new event as an alternative to our traditional Commuter Challenge and is a demonstration of how easy it is to shop locally using your cycle. We will hold this the week before so it can be featured in the local press. Ideas on the content of the challenge gratefully received.

3. **Commuter Challenge**, (28 May).

We are inviting an LBI Councillor and an LBI Traffic Planner/Engineer to join in the event which will go from one end of the Borough to the other. We will hold this the week before so it can be featured in the local press.

4. **Cyclists Breakfast**, (11 June).

City Rd/Goswell Rd Triangle. We are negotiating with a local eatery to supply us with rolls and beverages.

5. **Nature Ride**, (12 June).

Evening ride through the wild and hidden nature trails of Islington in conjunction with LBI Ecology Centre.

6. **Combined Rides** with neighbouring Boroughs.

7. **Ride the LBI Cycle Routes ???**

8. **ANY OTHER IDEAS OR EVENTS** ????? PLEASE TELL US - THE EDITOR OR CARL FARMER ASAP.

Photocopying Facilities Secured

IN RESPONSE to the plea in the last issue of *Islington Cyclist*, we've had two offers of photocopying facilities.

Our thanks go to Carl Lomas of Camelot Courier Training in Goswell Road for the use of the company's photocopier to produce this and future issues.

Thanks also to Charlie Hoult of Wilson Harvey - Contagious Marketing and

Design - in Essex Road for making a similar offer.

Hopefully we now have secured future issues and we award Carl and Charlie the ICAG Order of the Bicycle Clip for their noble offers.

Cycle Workshop to Open

IT'S ALL very exciting. ICAG now has a self help cycle maintenance workshop. Tell all your cycling friends. Three initial dates have been set: Wednesday 19 February, Wednesday 19 March and Wednesday 23 April. Each session will start at 8 p.m. and we aim to finish clearing up by 10 p.m. when some people will undoubtedly want to refresh themselves in a nearby hostelry.

We have the Sunnyside Ecology Centre to thank for hosting these sessions. The Centre is the small wooden building on the north side of the corner of Sunnyside Road and Hazelville Road, N19. Although some "experts" and a variety of tools will be on hand, these workshops will be conducted on a first come first served, self help basis. So please remember to bring any tools, oil and grease you think you might need for the job required and to share with others.

We want to make the workshop self financing, so donations will be collected to cover the modest costs of the venue. If anyone can donate or bring along a bicycle stand it would be very useful and secure storage is available nearby. All offers and further details from Chris Ashby (0171 609 5093).

LBI Cycle Route Spend by End of Financial Year

ON 14 NOVEMBER the LBI Transport Sub-Committee decided to re-route Cycle Route 8 along Beresford Terrace, Highbury New Park and Collins Road rather than Petherton Road and Green Lanes. LBI Traffic Planners require substantial design work for the new routing and are unable to achieve this work within the financial year up to end of March 1997. Instead they are proposing the following improvement measures to

existing routes detailed below at the cost of £57,900.

Cycle Route 2: Margery Street - Coloured surfacing, and road hump remedial works to cycle lane (£11k). Claremont Sq./Amwell St. - Coloured surfacing to cycle lane (£6.1k).

Cycle Route 3: Colebrooke Row - Segregated cycle lane with coloured surface (£1.9k).

City Rd./New North Road - Directional & route signs (£1.2k).

St. Peter's/Danbury St. - Cycle lane coloured surface (£1.7k).

Ecclesbourne Rd. - Segregated cycle lane with coloured surface (£1.1k).

Cycle Route 5: Courtauld/Davenant Rd. - Directional signs (0.3k).

Holloway Rd/Davenant Rd. - Coloured surfacing (0.5k).

Cycle Route 6 - the Tennis Court Route: Advanced stop line at Charterhouse Street (£0.5k).

St. John St. - cycle lane between car parking bay and pavement; 8 "parking bays would be relocated outwards" (£13.4k).

Rosoman St. - coloured surfacing (£1.5k).

Amwell St. - cycle lane with coloured surface (£3.1k).

Contingencies & fees (£15.6k).

The above information comes from agenda item J.1 for the Transport Sub-Committee meeting on 30 January 1997.

The majority of these measures seem trivial, but they should improve cycling conditions in Islington. We would have preferred more advanced stop lines.

Hundreds of Cycle Racks for Flats and Offices

A SPECULATIVE phone call by ICAG member Leo Chapman has led to Islington Council now making cycle parking a condition of planning for new flats and offices.

He'd noticed the weekly publication of planning applications in the classified ads of the *Islington Gazette* and decided to ring the architects of a 28-flat development on the corner of Liverpool

Gravin, Leo, Chris, John

Dring - editor

Peter

Road and Offord Road. They readily agreed to provide cycle parking.

Next, Harley Sherlock, Islington Society advisory member on the Development Sub-Committee, requested cycling facilities for an 85-dwelling application for 187-211 St. John Street, Clerkenwell and was successful.

Leo then succeeded in getting cycle facilities for a total of 44 flats and a 56-room care home (the latter would be mostly for staff and visitors).

At the last Development Sub-Committee meeting the new Chief Planner (Control), Graham Loveland, said that from now on he would make cycle facilities a condition for granting planning permission for flats and offices.

Unfortunately, the Council cannot require a developer to be specific about detailed cycle facilities so Leo is now liaising with architects to show how best to put in cycle parking using the LCC guideline publication.

Leo has had a universally good reception from architects. They think cycle facilities are a good idea and planning application time is a convenient juncture.

Visiting architects is a bit labour-intensive and Leo would welcome volunteers with time during the day to visit their offices. If you can help please leave a message for Leo on 0171 354 5832.

He's now extending the scheme to other Boroughs such as Hackney, Camden and Ealing.

Leo recently put in the first three objections on behalf of Hackney Cycling Campaign and has arranged for Camden Cycling Campaign to put in a dozen objections to applications without cycle facilities. Camden's planning policy officers are now considering adopting the Islington example. Another neighbouring Borough might be interested as the City's UDP provides for a matching cycle parking space for each motor vehicle space.

ICAG Rides the Routes in December

THE DECEMBER Ride the Routes Ride investigated the Northern Exposure parts of the Borough. We started at the Town Hall and then took Route 6 through Canonbury Park South to Wallace Road, Beresford Terrace to Highbury New Park, Mount Grove Road/Gillespie Road to Cycle Route 1 to Finsbury Park. Off Road on the Parkland Walk to Stapleton Hall

Road/Hanley Road/Marlborough Road and Cycle Route 5 at Davenant Road into Whittington Park. Tea Stop. Route 5 to the Clock Tower at the Caledonian Cattle Market.

About 10 riders including a tandem couple braved the cold.

The main areas we decided that required improvement are: the junction of Canonbury Park South and Willow Bridge Road and the provision of a contraflow lane to Marlborough Road between Sussex Way and Hornsey Road. We have passed our comments onto Paul Chant, LBI Traffic Planner for the North of the Borough.

The next Ride the Routes Ride is scheduled for Sunday 13 April, meeting outside the Town Hall at 10.30 a.m., when we will visit the Southern Climes of the Borough. Everybody's welcome.

Logo Update

WE NOW have three high quality finalists for our logo competition. Entries from R W Palmer, Gavin Killip and Kerry Platman were reviewed at the ICAG meeting on 8 January.

You may well wonder, why it is that we still have an "under construction" logo in place. The answer is that the meeting tried to reach to a consensus, but failed. Instead, we agreed to do some minor electronic "tweaking" on the short-listed designs so that they could be judged on an equal basis at the next meeting on 12 February.

Watch this space for further developments! Come along for the final vote.

Meeting Dates

Wednesday 12 February 1997	7-9 p.m.	Town Hall, Upper Street
Wednesday 12 March 1997	7-9 p.m.	Town Hall, Upper Street
Wednesday 16 April 1997	7-9 p.m.	Town Hall, Upper Street

We have chosen the Town Hall as it is in the centre of the Borough and since the meeting is sponsored by a Councillor, we do not have to pay for the venue. Our meetings are informal even though they're held in a formal room with a big table. ICAG is totally independent of Islington Council. Come along and give us your ideas about cycling in Islington.

Please send any letters, articles, classified ads, photos, cartoons, artwork etc. to The Editor, Islington Cyclist, 68 St. Peter's Street N1 &JS or fax 0171 354 5832. Text files supplied on 3 1/2" PC formatted disks would be much appreciated.

Try a Chukka of Bicycle Polo!

POLO CAN be played on bikes as well as on ponies and ICAG has been challenged by the Camden Cycling Campaign to a game (or tournament if enough want to play) in Bike Week, June 7 - 15.

It is played on a grass football pitch, five to a side with mallets 2 1/2 inches in diameter.

The Bicycle Polo Association of Great Britain will coach and referee. If we can get hold of enough people playing regularly (it's a summer game) it would be an expansion of things to do on bikes.

If you think you would like a game please ring 0171 609 6540 (if on answerphone please repeat your telephone number).

The sport was invented in Dublin in 1891 by Richard Macredy. There are two clubs in London, the Chelsea Pedlars and the Herne Hill Aces.

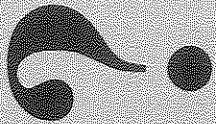
Classified Ads

THIS IS a free ad section for ICAG members

- Buying a bike?
- Selling a bike?
- Looking for a cycle mate?

Send you 'ad' to the editor for the next issue.

BIKE WANTED to suit woman, 5' 3" tall (about 19" frame). No matter if there are bits missing or repairs needed, so long as the frame is sound and not too heavy. Phone Gavin 0171 404 3454 (answerphone after 6 p.m.).



Islington Cyclist

The newsletter of the Islington Cyclists' Action Group

Issue 1

December 1996/January 1997

Islington Cyclist Launched

WELCOME TO the first issue of *Islington Cyclist*, the newsletter of ICAG, the Islington Cyclists' Action Group. ICAG is the local group of the London Cycling Campaign and all LCC members with addresses in the London Borough of Islington are thus automatically members of ICAG.

We wanted to be able to bring you up to date information about what's happening in Islington on cycling related matters. There is the Borough News section in the LCC's *London Cyclist* magazine but it's limited to 200 words and the copy date means that it's written at least six weeks before you see it.

We're going to try and produce *Islington Cyclist* on a bi-monthly basis for inserting with the *London Cyclist* and our success will depend on having enough items of interest to fill it. Please send any articles and letters for consideration to Carl Farmer at 61 Aberdeen Road N5 2XB or ring 0171 226 3742.

Anyone for Copy?

The other constraint on *Islington Cyclist* production could be financial. We need to produce about 600 double sided A4 copies every two months and at commercial rates, the costs of photocopying will consume our entire annual budget after 4 issues!

If anyone can offer us cheap (or free?) photocopying facilities please contact the Editor, *Islington Cyclist*, 68 St. Peter's Street N1 8JS so that the long term provision of *Islington Cyclist* can be assured.

Cycle Facility Auditors Wanted - Pre-Christmas Route Ride -

THIS MEANS you! Yes folks, the ICAG crew will be reviewing cycle facilities in the Borough on Sunday 8 December. The plan is to ride all the cycle routes as a group noting the good, the bad and the ugly in order to get a preliminary view of the state of Islington for cyclists. We will collect and collate your comments and pass them onto the members of the

Transport Sub-Committee and the Traffic Planners.

The emphasis will be on the fun aspects of a group ride and to this end, we will be lunching in an appropriate pub/café/bistro. Meet at 10.30 am outside Islington Town Hall and wear suitable St. Nick/Xmas gear. See you there!

Cycle Workshop

WE ARE looking at the possibility of setting up a cycle workshop located in the northern part of the Borough to provide self help facilities for cycle maintenance.

If anyone is interested in participating, especially those with bike mechanic skills to pass on to others, then please contact Chris Ashby on 0171 609 5093 for more details.

Logo Competition

YOU MAY have noticed a sorry looking question mark to the left of the masthead for *Islington Cyclist*. That's because it's reserved for a logo which we would like you, valued reader, to fill. If there are any budding, or indeed fully blooming, graphic artists out there then please submit a design to the Editor, *Islington Cyclist*, 68 St. Peter's Street N1 8JS no later than 8 January so that we can pick a winner and use the logo for the next newsletter.

An appropriate prize such as a cycle accessory or a 2nd hand bike will be awarded to the talented winner and a mention made in dispatches in the next issue. You will also have the pleasure of seeing your design on all future ICAG material.

No Anorak Required

I HAVE only been a member of ICAG for a month, writes *Usman Khan*, and already I am writing front page news stories. Well OK the actual truth is that at the second ICAG meeting I attended it was decided that it would make sense to have a regular newsletter for what is one of the largest LCC groups in London. The job I got

landed with was to write a short article giving a novice's eye view of being a cycle activist.

I have been a LCC member for three years, but have only got involved in meetings and socials since late summer. Up to now it all seems quite enjoyable, ICAG have fairly regular meetings, but with Carl as Chair they are not allowed to get too bogged down in bureaucracy. At the moment, the eight or so of us who meet are trying to work out a new strategy. Under the slogan of New ICAG, New Islington (joke!) we will be looking at what the Council have done to date and working out how best to put pressure on them in the future. Improving cycle lanes and creating cycle friendly junctions will be an important part of this, although all of us who were there felt that there needed to be more to it than just this.

Aside from feeling that that I am doing a little bit to make life for cyclists, one of the nice things about coming along to meetings or socials is to be able to share "near miss" stories and generally earth out all those frustrations one gets cycling around the Borough. It makes me feel slightly less like "just me against the cars".

I have no idea whether reading this will encourage or put off the five hundred odd of you out there in the Borough. But for the time being I intend to stay involved and as yet I have no urge to go and buy an anorak.

Cycle Route Fiasco Means Missing Link

THERE'S NOW another missing link in the 1500 mile London Cycle Network (LCN) as the Islington Transport Sub-Committee has yet again failed to approve Cycle Route 8 between Stoke Newington Church Street and St. Paul's Road near the Borough's eastern border with Hackney.

It voted 3-2 on November 14 against a proposal to put the main part down the Petherton Road, a dual carriageway with a central park reservation. The close decision was decided by the vote of the Chair, Cllr Michael Boye-Anawomah. It

has taken a year and four Trans-Sub Committee meetings to get this far.

The decision favoured a proposal to put the route down Highbury New Park. This route is as yet undesigned and would require major changes at the Collins Road/Green Lanes junction, Beresford Terrace, Wallace Road and the Wallace Road/St. Paul's Road junction.

ICAG's position is that a complete route should be implemented including cycle friendly measures at all junctions between St. Paul's Road and Stoke Newington Church Street.

Islington's latest scheme proposals are incomplete and do not demonstrate how the ICAG and the LCN requirements could be met.

The Officers who designed the incomplete scheme don't seem able to grasp that a full and safe route is required.

However, it's up to us to convince the Committee members to get to grips with what's needed and have their Traffic Engineers design a complete, safe scheme between Stoke Newington Church Street and St. Paul's Road.

Islington must now be the Borough with the most incomplete cycle routes. The majority are unfinished.

Islington must be the only Borough having legal parking within a designated cycle route. This is in St. John Street, Clerkenwell, where there are metered and residents' bays interrupting the green marked Cycle Route 6 causing cyclists to go out of the cycle route. There is also an adjoining bottle bank. A mandatory cycle route containing parked cars and broken glass at all times!

The future of central Government funds for Islington cycle routes may be in jeopardy. At this time there is no approved scheme for the money allotted for this financial year. Without an approved scheme the money will be lost. Also, LBI's bid for future money is one of the lowest of all the London Boroughs.

All this in a Borough that once had the reputation of having the first cycle route in London.

Council Wards, Cycle Rides and Parties:

An Idea By Leo Chapman

COUNCIL WARDS, cycle rides and parties may seem an odd combination but it is a way at looking at ICAG's membership in a manageable way. ICAG is

one of the five largest Borough Groups in the LCC.

Organising on a ward basis (bottom-up rather than top-down) may make us 1) a more effective campaigning organisation and 2) a more manageable group for organising local events.

Our 550-600 membership can be broken up into each of Islington Council's 20 wards with the numbers ranging from 10 (Hillmarton) to 50 (Highbury).

As our membership is scattered over the Borough's 5 3/4 sq. miles it's hard to get to know each other, but on a ward basis the scale is more human. Here's how we are organised in the wards:

Ward	ICAG members
Barnsbury	29
Bunhill	11
Canonbury East	23
Canonbury West	9
Clerkenwell	27
Gillespie	22
Highbury	47
Highview	14
Hillmarton	10
Hillrise	37
Holloway	24
Junction	42
Mildmay	41
Quadrant	36
St. George	44
St. Mary	21
St. Peter	33
Sussex	14
Thornhill	19
Tollington	37

Interestingly, a third of us are in wards of Councillors who are Transport Sub-committee members. Thus, there's a lot of scope for putting our views when

necessary to them. These wards are Canonbury East (Andrew Bosi), Clerkenwell (Mary Powell), Gillespie (Richard Greening, vice-chair), Holloway (James Kempton), Junction (Tal Michael and Talal Karim) and Mildmay (Michael Boye-Anawomah, chair).

A couple of suggestions for local events are a ward party (Xmas, Sunday brunch) or ward rides.

If you are interested in organising ICAG on a ward basis or if you would like to know which ward you are in please ring Leo Chapman (Holloway ward) on 0171 700 7781. If you would like to organise a party or a ride in your ward contact Leo for details.

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Buying a bike?

Selling a bike?

Looking for a cycle mate?

Send you 'ad' to the editor for the next issue.

VINTAGE RALEIGH CHOPPER.
Original condition. Requires new home.
Contact Carl 0171 226 3742.

Meeting Dates

Wednesday 8 January 1997	7-9 pm	Town Hall, Upper Street
Wednesday 12 February 1997	7-9 pm	Town Hall, Upper Street
Wednesday 12 March 1997	7-9 pm	Town Hall, Upper Street
Wednesday 16 April 1997	7-9 pm	Town Hall, Upper Street

We have chosen the Town Hall as it is in the centre of the Borough and as the meeting is sponsored by a Councillor, we do not have to pay for the venue. Our meetings are informal even though they're held in a formal room with a big table. ICAG is totally independent of Islington Council. Come along and give us your ideas about cycling in Islington.