

Stuff the Shoreditch scheme, says TfL

Technocrats resist pro-pedestrian, cyclist and bus-user scheme



Central to the Look Both Ways event on 1 December was a temporary crossing of Shoreditch High Street at a desire line where a man was mown down in 1999

Overwhelming local backing, five years of planning, and tens of thousands of pounds spent in preparation and support for two-way reform to favour pedestrians, cyclists and public transport users in Shoreditch – all of this has been dismissed by a technocrat from London's new transport body in a single word: "unworkable".

The damning verdict was delivered by a Transport For London (TfL) officer in a recent letter to Roland Jeffrey, project director of the Shoreditch Town Hall Trust which, together with us at the LCC in Hackney, has been promoting the scheme and backed 'Look Both Ways', a highly successful event in support of it which was held on 1 December 2000.

The technocrat went on to suggest that the concerns of pedestrians and cyclists would be

adequately met by unspecified "improvements" to the hideous 1960s one-way system cooked up by TfL internally and without public consultation.

The truth is, you might be able to spend some money on a gyratory system making the situation a little better, but you'll never get rid of its fundamental problems: long diversions, pointless acceleration, noise, danger and general unpleasantness.

What's more, if a lot of cash gets splashed on trying to paper over the cracks in a system that's already broken, it puts the day of the real solution – a two-way Shoreditch – that much further away.

This dismissive attitude to the local population is intolerable. Substantial funding has already been earmarked by the New Deal for Shoreditch for the pro-two-way campaign. **The fight starts here.**

Why do we want two-way reform?

	ONE-WAY	TWO-WAY	
BY CAR / VAN	Pointless acceleration	Steady progress, more direct	The two-way Shoreditch traffic reform scheme has been designed and costed, approved by the local authority, and enjoys broad public support. It is up to the Greater London Authority and TfL to make this longed-for scheme happen. We can't let them trample on the wishes of local people.
BY BUS	Long diversions, bus stops difficult to find and distant	Quicker, more direct journeys, easier access	
ON FOOT / BUGGY / WHEELCHAIR	Few crossings, high-speed traffic, long diversions	More crossings, less noise, less risk, more relaxing!	
BY CYCLE	Long diversions, badly designed junctions, speeding motors	More direct journeys, less risk, a more pleasant experience	



Let's clobber Ken's inbox!

Resistance to two-way reform in Shoreditch is mainly coming from motor-minded technocrats in TfL, rather than politicians, from whom there's all-party support.

Let's encourage our representatives to stand up to their officers. Tell Ken two-way reform is feasible, long overdue, and inevitable.

Email mayor@london.gov.uk



Meetings

First Wednesday of each month,
8pm.

The Pub on the Park
London Fields
London E8

Usually we're in the room upstairs
Next meeting: Weds 4 April

Contacts

Co-ordinator

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Info

Self-help maintenance workshop

Every Thursday from 6.30pm
to 9pm, Hackney City Farm, on the
corner of Goldsmith Row and
Hackney Road, E2

Website

www.hackney-cyclists.org.uk

Email group

There are now around 85
Hackney people keeping
up to date on local
cycling-related issues
by email. It's also a great way
for us to co-ordinate
urgent stuff that can't wait
for the monthly meetings.
It's simple to join. Just send
a blank email to:
hackney-lcc-subscribe@egroups.com

Route 149 consultation

We were recently consulted on proposals to put in bus priority measures on the route of the 149 bus, and a response drafted by Oliver Schick and Trevor Parsons was discussed and approved at our last meeting. Main points were:

Cycle traffic usually benefits from measures aimed to improve bus flow, so in general we welcomed the proposals, but any new facilities for buses should be rigorously examined to ensure that they do benefit cyclists. No measures should restrict any currently available route choice for cyclists.

An effort should be made to achieve general traffic calming, with more pedestrian crossings, especially along the Kingsland Rd and Stoke Newington Rd stretches.

And on probably the most pertinent issue – the width of bus lanes – we said that bus lanes should wherever possible be wide enough to allow a bus to pass a cycle with comfort. There should ideally be a wide bus-

and-cycle lane and one other lane for general traffic. If there is just enough space for two narrow lanes for general traffic, there should be one wider lane for this instead. All bus lanes should be for the use of cyclists (including contraflow lanes). The hours of operation of bus lanes should be extended considerably and ideally be 24 hours.

We oppose any road widening, as this would attract more individual motor traffic regardless of whether the new road space would be bus lanes or not. Reducing permeability for individual motor traffic also reduces the volume of individual motor traffic overall (the effect known as 'traffic evaporation').

20mph speed limit areas should be introduced, and advanced stop lines should be introduced at all junctions. And we promoted the advantages for bus and cycle traffic of the removal of both the Shoreditch and Stoke Newington gyratories.

We and our shadows

We want to have our say on decisions affecting cycling, but our route for formal consultation mechanism with the local authority has been withdrawn due to the Council's crisis.

For now, it seems, we will have to make our views heard on proposals much further down the planning line, and the most effective way to do that is through the neighbourhood committees (NCs), for as long as they still exist, at least. We are now looking for two LCC members per NC to take on the job of shadowing their local meetings.

LCC member Katie Hanson has done a great job of compiling the information, an experience which was "like herding cats," she says. **Please let us know if you'd like to be a committee shadow.**

HACKNEY COUNCIL NEIGHBOURHOOD

COMMITTEES Town Hall: 020 8356 5000 (can replace last 4 digits with ext.#)

CLAPTON Wards: Eastdown, Homerton, Kings Park, Leabridge and Wick Meets on the second Wednesday of the month. The next meeting on 11 April is at Brooke House, Kenninghall Road, E5, at 7.30pm, and will consider non-planning issues. Planning meetings are at the Town Hall. Chair: Cllr Sharon Patrick. Vice-Chair: vacant. Administrator: Roy Wade x 3316

HACKNEY AND DALSTON Wards: Chatham, Dalston, Queensbridge, Victoria and Westdown.

Meets on the first Wednesday of the month: the meeting on 3 April may be at the Anne Taylor Centre. Chair: Cllr Mark Williams. Vice-Chair: Cllr Howard Hyman. Administrator: Mike Smith x 3502

SHOREDITCH Wards: De Beauvoir, Haggerston, Moorfields and Wenlock. Meets on the second Wednesday of the month. The 11 April meeting is at the Rose Lipman Community Hall and will consider non-planning issues. Chair: Cllr Andrew Windross. Vice-Chair: ? Administrator: Angie King x 3380

STAMFORD HILL Wards: New River, Northfield, Northwold and Springfield. Meets on the second Tuesday of the month. Chair: Cllr Eric Ollerenshaw. Administrator: John Fisher x 7423

STOKE NEWINGTON Wards: Brownswood, Clissold, North Defoe, South Defoe and Rectory Meets on the first Wednesday of the month in the gallery behind Stoke Newington library and the April meeting is the non-planning one. Chair: Cllr Laz Oleforo. Vice-Chair: Cllr Jessica Crowe (an LCC member!). Administrator: Brian Bell x 3302

The NCs consider planning applications only at two meetings out of three. You can only speak on a planning application if you are the applicant or the objector (they only hear one objector).

Fresh team picked

Welcome and congratulations to those who have filled posts new and old in the LCC in Hackney, following the elections – or perhaps we should call them coronations, since none of the positions was actually contested – at our March meeting.

Tim Evans is now borough co-ordinator – the hub of our organisation – and Oliver Schick has agreed to deputise for Tim when necessary. Many thanks again to Douglas Carnall, retiring borough co-ordinator for his years of dedicated and effective work.

Sally Haywill and Paul Golding are going to do a job-share on the new post of membership secretary, to welcome new members, field enquiries about the group and increase membership numbers.

Brenda Puech is taking over from Clare Groom as treasurer. Thanks again to Clare for doing the job so well for so long.

Don't forget that these posts are completely voluntary and that everything we do is, er, driven by you.

So if you have any time to spare and want to help promote cycling in Hackney and in London generally, please do come along to a meeting. There's always something useful you can do.

Little green ride

Charlie Lloyd reminds us that there is a strong Hackney element in the Little Green Ride which has been running every fortnight (since 1991) from Finsbury Park Station.

This is an easy-paced ride c.30 miles in Hertfordshire countryside with pub lunch. It does not go anywhere near any Foot & Mouth Disease areas and does not go off road or on farm tracks. The ride runs every other Sunday. Next one is Sunday 8th. Meet at 09.55 Finsbury Park railway station (by mainline ticket office, WAGN) for 10.11 train to Knebworth/Stevenage. Contact Sue, <sue.dorey@virgin.net> or phone 020 7729 5409 (not before 11am on Saturday).

The 'lccrider' email list has information about several rides every weekend. To subscribe send an email to lccrider-subscribe@yahoogroups.com