

BUGs make hospitals better

Pics courtesy of Louise Williams, Homerton Hospital NHS Trust



Hackney health workers
organise bicycle user
groups to promote
cycling to colleagues
and improve conditions



Homerton Hospital BUG co-ordinator Brian Leveson (wearing LCC t-shirt) was our host for breakfast on 18 September

Homerton University Hospital launched its bicycle user group (BUG) on European Cycling Day, 18 September. A bicycle breakfast attracted over 40 hospital staff including Nancy Hallett, the chief executive of the hospital. LCCiH members gave strong support as did council leader Jules Pipe and Vincent Stops, council cabinet member with responsibility for transport.

Brian Leveson, the BUG co-ordinator said: "We had a great morning. It was excellent to see so many people who cycled to work, or were thinking about cycling to work. We're letting colleagues know about the benefits of cycling: it's much healthier than driving; cyclists are less

likely to suffer from coronary heart disease, high blood pressure and obesity. Not only this, but it has obvious environmental benefits, in addition to easing congestion on the roads."

The BUG will raise the profile of cycling, and negotiate for facilities and incentives to encourage would-be cyclists.

Homerton has an ally in the lively BUG at St Leonard's Hospital. "We ran a Bike Week stall in the canteen," BUG co-ordinator Kate Lees told us, "and talking to staff showed that many people would cycle if facilities were better. Showers, security, and a pool of bikes for staff to borrow were specific suggestions."

St Leonard's Hospital BUG achievements so far:

- New racks have been installed and further security measures (lights and inclusion in security guard patrols) have been promised
- A toolbox is available near the bike racks and signposted at the racks
- An Intranet site is up and running and a copy should be on the web soon
- Showers have been approved - forecast is six months for these to be installed
- Links with bike shops have been established and some discounts agreed
- Routes database has been started. Investigations into improving the mileage rate for work-related cycle travel are under way
- Racks to be installed at Fountayne Road Health Centre which St Leonard's Staff visit



682 people are currently members of the London Cycling Campaign in Hackney, and thousands more cycle in the borough every day.

Hackney LCC meets on the first Wednesday of every month at 8pm at the Pub on the Park, London Fields E8.

Join our email list today! Send a blank message to hackney-lcc@yahoo.com

If you work in Hackney and want ideas about improving workplace support for cyclists, contact Tim. LCC Hackney is proud to back up its local BUGs

CONTACTS

Co-ordinator
Deputy
Treasurer
Newsletter / website
Council head of traffic & transportation
Council cabinet member, transport/planning
London School of Cycling
Cycle Training Ltd
Cycling in Hackney website

Tim Evans 8986 3456 timevans@gn.apc.org
Oliver Schick oliver.schick@kcl.ac.uk
Brenda Puech 07718 896307 bpuech@hotmail.com
Trevor Parsons 7729 2273 mail@trevorparsons.com
Steve Walker 8356 8157
Vincent Stops 8510 9374 vstops@gw.hackney.gov.uk
7249 3779 lsc@clara.net www.londonschoolofcycling.co.uk
7564 5990 info@cycletraining.co.uk www.cycletraining.co.uk
www.hackney-cyclists.org.uk

More parking on the way

Our diplomatic work on the Transport Sub-Partnership of Hackney's Local Strategic Partnership has had its first concrete results, a budget of £10,000 set aside for cycle parking. This comprises:

- £4,000 for a mapping project to identify high quality, high-demand locations for at least 100 stands. This will be a partnership between LCCiH and Transport Management Solutions, run by former Sustrans engineer Dave Holladay, well-respected by cycle activists in this field. In addition to bringing the team together, our part will be providing local knowledge about places that need cycle parking, and the budget caters for a mailout to gather data and ideas from all LCC members in Hackney.

- £6,000 for LBH Traffic and Transportation to commission contractors to put in 40 existing stands. The borough already has a stock of unused stands fund-raised for by Groundwork Hackney and others some years ago, so at £150 per stand for installation only this seems quite pricey. We hope as work develops the real cost will turn out cheaper and will allow for more stands.

Trevor, who managed the bid through the sub-partnership, comments: "I think it promises to be the start of a much-needed strategic project to assess and provide for cycle parking demand throughout the borough. Let's see how it turns out."

Workshop wizards wanted

We need to top up on the pool of people we have helping at our DIY bike fixing workshop. Interested but not sure you know enough? We're going to set up some skills sharing sessions to build up your confidence.

If you feel like the sorcerer's apprentice, by the time we've finished you'll be a workshop wizard, well able to fix the most common problems. Let Tim know you're interested. We'll organise sessions once we know who we've got.



Grill your future mayor!

Who will you be toasting after 17th October?
Hustings on cycling and transport
at Hackney LCC meeting

Weds 2nd October, 7pm
Pub on the Park,
London Fields east side
(upstairs meeting room)

Confirmed: Green, Labour and Socialist Alliance
Invited: all other parties, and you

Roast the council!
Hackney Transport Mini-Conference

An evening debate on transport in Hackney with
LBH Councillor Vincent Stops and Council officers
Ecoactive, All Saints Hall, Haggerston Rd, E8, on
24th October from 7.15 to 9pm.



Taking a stand on the Clissold fiasco

Let's hear it for some campaigning by LCC member David Smith about the ridiculous lack of bike storage at the new Clissold Centre. Cycles are already being stolen. David fired off a polite but punchy email letter to Guy Nicholson, cabinet member for regeneration and culture. Three days later (can it be election time?!) Cllr Nicholson replied that he will arrange for 12 more cycle stands to be installed, and will consult Crime Prevention officers about CCTV.

Why didn't the council ensure that cycle parking was an integral part of the flash new facility, we ask? It wasn't for lack of being told by LCC and others at the time that suitably secure parking facilities would be needed. LCC member Greg McNeill, who works for Groundwork Hackney, comments: "Groundwork offered the team responsible for building the leisure centre a considerable amount of funding to purchase and install racks, lockers, whatever they wanted at the site but were told very bluntly that this would detract from the design of the building." LCC member Mick Brunton, one of the theft victims, adds: "The duty manager at the centre (also a recent victim) said they'd been asking for CCTV for some time to no avail."

We'll follow this one carefully, but the most important thing is to learn the lessons for the future. Big facilities must never be built without close attention being paid to the requirements of access and storage for people arriving by bike. Readers interested in the background to the Clissold Leisure Centre might like to visit www.clissoldleisure.com

In the mejia

Legwork by Trevor got the group a good spread in the Hackney Life page of *Hackney Gazette* on 19 September, writes *Tim Evans*. We were called 'a 600-strong phenomenon of helmet-and-lycra-clad activism' [despite the fact that in the picture I was wearing jeans and was bear-headed! Ed.] and the journalist claimed that 'My aversion to cars pales into insignificance when I'm faced with this lot', but that was the only concession to ordinary newspaper style. "On the whole the article was very good advertising for us", comments deputy co-ordinator Oliver. "Most of our important current projects were introduced in a way that explained their usefulness and left a very good impression."

We also did two items for Sound Radio, a community radio station based on the Nightingale Estate (1503AM, www.svt.org.uk). Patrick Field was interviewed for a half-hour show on transport in East London, and Tim Evans did a live 90-minute round table on transport for the Friday morning Environment Show with local Living Streets (formerly the Pedestrian's Association) rep Alan Coombs.

Bak to skool

The autumn school term means the resumption of STAbikes, the training project at Sir Thomas Abney primary school. Although the national Cycling Projects Fund declined to fund STAbikes, there's a strong possibility of Neighbourhood Renewal Fund mondy, which would enable STAbikes to expand into 'SuperNova', a federation of similar schemes at Rushmore, Grazebrook, Lauriston, Grasmere, Jubilee and Shacklewell schools. A pool of bikes is being provided from those bought for our CycleActive project, plus machines reconditioned by Paul Standeven, who co-runs our self-help workshop.

The headteacher at Sir Thomas Abney is already planning the school's car free day in 2003.

Kiel Thompson

If you came to STAbikes's breakfast in the summer, you may have met 14-year-old Kiel Thompson, a former pupil at the school, who got up very early to supervise the obstacle course. We're very sorry indeed to hear that Kiel fell ill with leukaemia and died very suddenly and unexpectedly in early September. We send the group's sympathy to his mother Abbie who has been a linchpin of STAbikes, and to all the family.

Static activity

Sally Haywill is seeking a static exercise bike for a friend with MS, who used to cycle and misses it. If you can help please contact Sally on 8802 4604.

Hot property

Please be on the lookout for the following stolen treasures:

Marin Larkspur ladies' bike - brushed silver frame no F511KSM034. Chrome pannier rack and silver mudguards. Looks nearly new still has hairs on tyres! Has stoptheft decals stuck on frame and front and is electronically tagged. Carole Davies 020 7905 2107 (day)

Large-framed Marin San Rafael, about three years-old, extra-long seatpost and bodyform saddle with worn, clicking splines on the cranks. Mick Brunton michael_brunton@timemagazine.com

Small frame white Track 6000 mtb with US shop stickers. Barry Mason
Barry.Mason@greenwich.gov.uk

And here's an anti theft tip from Simone Stumpf: "I have spraypainted my one-and-a-half year old Marin Kentfield with my initials and blotches in bright blue paint in the hope that thieves couldn't be bothered to nick something that looks quite horrible... either that has worked or I am lucky!"

Help the truckers!

You may have come back to your parked bike recently to find your saddle adorned with a little booklet about cyclists and HGVs (heavy goods vehicles). It's produced by Transport for London and the London Cycling Campaign as part of their current campaign with the Freight Transport Association to promote greater awareness between cyclists and lorry drivers. Cycling is not dangerous - in fact, it's good for you - but it's worth remembering that four in every ten cyclist fatalities in London involve a lorry. When you see a lorry, hold back - it could be turning left.

>>We need a few cyclist-hours to distribute the booklets. Please contact Patrick if you can help for an hour or two. 020 7249 3779, lsc@clara.net



Square Mile cyclist?

So do lots of other LCC members, but not many live there. Nevertheless it's a vital area for cycle campaigning - changes in the City can be influential throughout London. That's why City of London worker Ralph Smyth is asking us to get involved with the City group of LCC. If you work in the City, cycle there, or live on its borders, please contact him. It's very much in our interests to support and keep in touch with cycle campaigning in the City, and we could do with one or more people to provide a regular link between Hackney and City groups.
<http://come.to/citycyclists>

Ta to Ceilidh sponsors

It's a while now since our Car Free Ceilidh, but as this is the first newsletter since then, we'd just like to acknowledge the donors of our raffle prizes: Fresh & Wild, Stoke Newington Church Street; Lucy Thomas; AKA Theatre Company; Brian Sedgemore MP; Rio Cinema; Katie Hanson; and Sally's sheep for the manure. Thanks to one and all.

Be a guide to London

The London Cycle Guides, produced by LCC and Transport for London, have been a stunning success, encouraging new cyclists, spreading awareness and increasing campaign membership. Over one million guides have been sent out to Londoners who requested them. All thanks to the work you put in last year drafting them.

In the next few weeks we will be revising them. Missed your favourite route? Spotted a bit of nonsense? Please send your improvements to Tim. We need a few people to spend a couple of hours collating comments, so if you fancy this useful bit of indoor activism please contact ...errr ... looks like Tim again.

Canal improvements

LCC has a Canals and Parks Group which has been working persistently and successfully on getting better facilities for cyclists sharing with pedestrians on the Regents canal. The group has circulated a detailed report proposing specific towpath and access improvements, prepared for a steering group comprising all five relevant boroughs, British Waterways, Sustrans, London Walking Forum and LCC. This is a pretty impressive achievement. The section covered in Hackney is westwards from Old Ford Lock (south 'elbow' of Victoria Park). David Smith and Patrick Field are our people on this one.

Patrick recently organised a ride of the Hackney section of the canal to look at the plans *in situ*, and we actually had very few quibbles with what was being proposed. Patrick will be passing on our comments and suggestions to be added into the overall LCC response.

If you've any thoughts about cycling on this stretch, or would like to see the report, please let them know. (Patrick lsc@clara.net 020 7249 3779 / David davidasmith@blueyonder.co.uk)

Put the other side!

It seem as if every week the *Hackney Gazette* publicises complaints about parking zones and the like. Among all the council's failings, we think this is one area in which it is heading in a sensible direction. Fewer column inches are given to the good reasons for controlling the privileges associated with private cars.

If you have the time, write to put the other side, as Patrick Field and Ian Wingrove did recently. Just as important, write to your ward councillor. They don't get an awful lot of letters, so every one makes an impact.



Sunday 22nd September saw a small but prominent bit of the centre of Hackney (Mare Street outside the town hall) go car-free for much of the day, with cycling fun and games, impressive new bendy buses, and a bus pass-through so public transport users weren't inconvenienced. Thanks to Danny Gayle (above) and the guys at Traffic and Transportation for taking the chance and making the effort, and to everyone else who helped by volunteering, performing and in so many other ways, most importantly of course by just coming along. Bigger and better next year, anyone?

Funds for Hackney Car Free Day 2002 came from Transport for London, Hackney LCC, Hackney Groundwork and Renaisi.



Junction budget unshackled

We've achieved an interim success in our campaign to defuse the problems of the junction of Shacklewell Lane with St Mark's Rise. The council's transport department has put in a bid for Transport for London (TfL) Local Safety Scheme money to re-model the junction completely, which is much more than we had asked for.

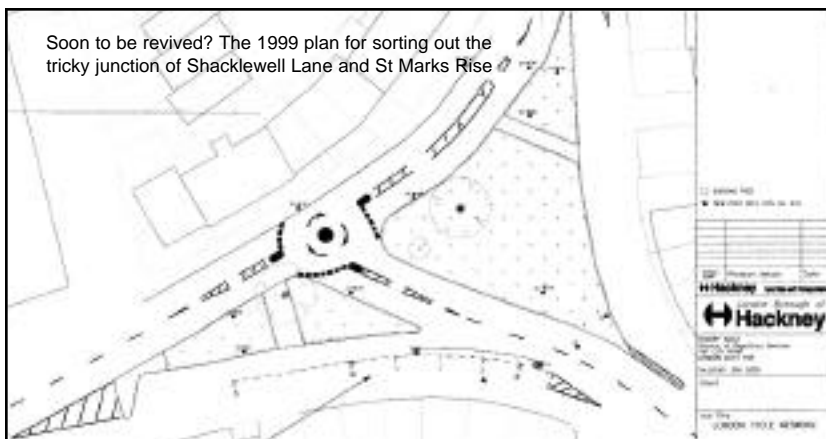
Steve Walker, head of Hackney's traffic and transportation team, said that he was minded to go back to a comprehensive scheme drawn up by former cycling officer Liam Mulrooney several years ago in consultation with local residents and Hackney LCC. This scheme would be put out for consultation again before the end of 2002

and could even start to be implemented in early 2003.

John Larking, chair of the Shacklewell Community Association, said: "Residents, pedestrians and cyclists have been campaigning for many years to try to reduce accidents and improve the quality of public space at this junction. We welcome any scheme that consults on and responds to the needs of the junction's daily users." Now the wait is on to see whether the council's bid is approved by TfL.

Shacklewell Lane is our current project in the LCC's London-wide Junctions Campaign. Where should we focus next? Janine Booth, local member in Amhurst Road, would like it to be the Pembury/Five-Ways (junction of Amhurst Road, Dalston Lane, Pembury Road, near Hackney Downs station). "It's a bloody nightmare!" Janine exclaimed on our email discussion group. "I cycle a long way out of my way to avoid doing any kind of right turn at it." Margaret Doherty comments: "All you can do is very clear signalling and eye contact with the cars in the queue with you - and admittedly they are often pretty careful also."

• Do you use the Pembury/Five-Ways junction? How do you think it could be improved? Should it be our next target in the junctions campaign? Join the discussion at <http://groups.yahoo.com/group/hackney-lcc/>. Or drop Oliver or Tim a line.



Soon to be revived? The 1999 plan for sorting out the tricky junction of Shacklewell Lane and St Marks Rise