

**October 2005****Friday 7 October**  
**THW Weekend Away**

A fun cycling weekend in the Chilterns, where we take over a Youth Hostel in Buckinghamshire. The Weekend Away is full, but if you want to join the 8.30 am easy ride out from the Green Bridge on Friday morning, and get a train back contact Gary.



Wheelers Scottish Highlands Tour, May 2004 saw 14 of us visiting the most north-westerly point of the British mainland, here Cheryl is on the track to Cape Wrath, 2006 should see Wheelers visiting the west coast of Scotland

**Wednesday, 12th October**

Monthly Wheelers Meeting Meet at (venue tba) 7.30-9.00pm - everyone welcome. Followed by a visit to a local pub from 9.15pm. Contact Owen.

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**Saturday, 26th November**

Wheelers Bicycle Maintenance Workshop 11.00am-3.00pm at Limehouse Town Hal

**COMING UP! May 2005**  
**Westward Ho!**

The next wheelertour This week long tour will begin at Glasgow, a train to the coast then cycling over or around Arran, the Kintyre peninsula, many of the crinkly bits of the west coast to Mull before heading south for Glasgow again, accommodation, cost and mileage should be around 170-200 quid. As past practice we would do a Saturday to Saturday, taking in the English May bank holiday. A planned aily mileage of around 50-60 MPD. Replies to me please, NOT the group, ta. **Gary**

**Anybody interested in off-road riding, or for more details of rides contact Steve** call/text 07951 797845.

The Green Bridge is in Mile End Park; it crosses Mile End Road near the junction with Grove Road and is the one that's yellow underneath.

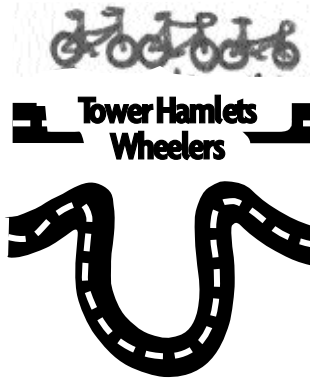
Details of all events: venues, rides meeting times and train times are posted to the email group nearer the event dates. Otherwise phone Owen for further details of meetings and Steve for further details of rides and socials and to check that there are no cancellations. All contact details right.

**Saturday, 29th October**

Wheelers Bicycle Maintenance Workshop 11.00am-3.00pm at Limehouse Town Hall

**November 2005**

**Wednesday, 9th November**  
Monthly Wheelers Meeting Meet at (venue tba) 7.30-9.00pm - everyone welcome. Followed by a

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wheelers@towerhamletswheelers.org.uk

**Coordinator**

Owen Pearson : 020 7515 9905  
owen@towerhamletswheelers.org.uk

**Rides**

Steve Collins : 07974 051 766  
steve@towerhamletswheelers.org.uk

**Treasurer**

David Allison

**THW news**

Gary Cummins 0207 265 9095  
gary@towerhamletswheelers.org.uk

**Dr Bike's tip**

Its autumn, its darker, get yourself some decent lights.

Even better, fit a dynamo with 'standlights' to your machine.

Tower Hamlets Wheelers bicycle maintenance workshop (see left) will help you do this, and give advice on what types of dynamo system to buy

**THW news**

OCTOBER/NOVEMBER 2005

THE NEWSLETTER FOR TOWER HAMLETS WHEELERS • LONDON CYCLING CAMPAIGN

**The Gold Standard for Olympic Transport**

The LCC launched its Olympics Working Group at a well-attended meeting at the LCC office on the 24th August. Chris Elliott from the Redbridge LCC group was elected temporary Chair of the group. The next meeting will be held in early November-venue and date TBA.

Its wide-ranging campaigning work will include aspects of the proposed infrastructure for the regeneration of the Lea Valley, both in the pre-Olympics phase (when during construction it will be vital to maintain access for cyclists along the Lea Valley), and post-Olympics, when there will again be a lot of construction activity to prepare the 'legacy'. This is a long-haul campaign-there are seven years until the Olympics, and the 'legacy' phase will last even longer.

The most important issue for cyclists in terms of routes to take are east-west routes-currently quite difficult to access. There are also issues around accessibility during the Olympic construction phase (both before the Olympics and during the construction phase for the 'legacy'), and, if existing routes have to be closed for construction work, whether any alternative routes need to be in place.

The most important plank of the LCC's input is the 'Active Spectator Games Strategy' (ASGS). We are calling for a 10-20% modal share of cycling among spectators during the Olympics. This strategy is also supported by Mayor Ken Livingstone, who has said that he would like to see it applied to other events in London, too. During the seven years in the run-up to the Olympics, there is ample time to fine-tune and road-test the strategy. We are hoping for travel to



and from the Olympics to make active participants out of spectators, and that fewer people will make fewer parts of their journeys by private motor vehicle or public transport.

The ASGS was much welcomed by London 2012, the company that organised the bid and who are incidentally based in Tower Hamlets-on the 50th floor of One Canada Square. They are now to be replaced by the Olympic Delivery Authority (ODA) under a bill (the London Olympics Bill)

**Links:**

**London 2012**  
<http://www.london2012.com/>  
**London Olympics Bill**  
<http://www.publications.parliament.uk/pa/cm200506/cmbills/045/2006045.htm>  
**London Docklands Development Corporation**  
<http://www.lddc-history.org.uk/>  
**Ken Livingstone's answer to Jenny Jones' question in the London Assembly (28th April, 2004):**  
<http://mqt.london.gov.uk//public/question.do?id=5147>

currently going through Parliament. As its first action, the LCC's Olympics Working Group has together compiled a memorandum to the Transport Select Committee currently scrutinising the Bill.

The ODA will function like an Urban Development Corporation, which is a body especially set up to deliver large-scale regeneration projects, with wide-ranging powers, in this case for building the Olympics. As with the erstwhile London Docklands Development Corporation (LDDC), which oversaw the changes that London's Docklands have undergone in the last two decades, it will be vital to ensure these powers are used with discretion, as past experience shows they are all too prone to abuse.

All LCC members are welcome to join the Olympics Working Group. If you have skills in planning, transport planning, lobbying, or other related fields, or are simply keen to get involved, join the e-mailing discussion list by contacting Philip Loy at the LCC office (philip@lcc.org.uk, 020 7928 6112).

**Oliver Schick**

# Council Liaison Report

Following our response to the proposed cycle facility at the Grove Road/Old Ford Road roundabout (see THWnews Aug/Sept 2005 *centre*), LBTH transport officers invited Wheelers along to a meeting at the beginning of August. A representative from the London Cycle Network+ team in Camden also

It was revealed the background to the scheme was a desire to initially improve the crossing for cyclists travelling between the two sides of Victoria Park. A green lane was placed across the northern roundabout exit as a solution and the *annular track* nightmare was subsequently spawned. Wheelers reiterated their opposition to the scheme in its present form.

Alternatives were discussed mainly focusing on, as Wheelers pushed for, traffic calming methods. It was agreed LBTH would revise the plans coming up with a version that included changing the outer geometry of the roundabout by 'building out' the kerbline and adding raised tables at each of the zebra crossings.

Getting back to the catalyst for this work, LBTH is still insistent on trying to incorporate some kind of advisory lane across the northern exit of the roundabout. This doesn't seem to be the way to go about things but we will wait until we receive the revised plans to see if what they really have in mind is appropriate.

## Other Cycle Related Projects

- to be carried out during the 2005-06

financial year

## Cable Street

The island on the western side of Cable Street at the Cannon Street Road junction is to be realigned. This is to improve the line of crossing between the cycle tracks as the current island was

plans are now being drawn up for the continuation of the two way track. We foresee a problem with track width in the section after Sutton Street. We await the planners solution to this.

## Hanbury Street/Vallance Road

The bureaucratic process of gaining permission to demolish the garages at the eastern end of Hanbury Street is drawing to a close. With the garages gone, the current "cyclists dismount" cycle track will be widened and become a 'proper' shared use facility.

We again await to hear of any new proposals for improving the connection of this route with Vallance Road. Although the current layout is fairly recent, Wheelers were not consulted and it is still far from satisfactory.


## CRISPs Update

(Cycle Route Implementation and Stakeholder Plan) The final reports for the two CRISPs that took place last year for Columbia Road (link 198) and Hanbury Street (link 197) have been released. Wheelers are now attempting to wade through these tomes to


discover what conclusions have been drawn.

Another four CRISPs are timetabled to take place within Tower Hamlets during 2005-06. The routes are Cable Street (link 195), Island Gardens-Victoria Park (link 196), Sewardstone Road (link 199) and Old Ford Road (link 200). If you have an interest in any of these routes then let us know and join in with the planning. There is a lot of volunteer time required for the CRISP process so all help is needed.

## Owen



### A roundabout way of saying it's bad



The dark area on the plan shows the green painted cycle lane, confining the cyclist to the outside of the roundabout. **WHATEVER** direction they wish to travel in. A cyclist wishing to turn **RIGHT** off the roundabout for example will in effect have to cross **TWO** side roads, with cars coming from their right and **LEFT**.

Just after the last THWnews went to press, LBTH Transport Dept posted plans for a cycle facility at the Grove Road/Old Ford roundabout through the Wheelers' letterbox. The design was a cycle lane, with several segregated sections, around the outside of the roundabout. The plan can be viewed online at: [www.wheelers.org.uk/store/old\\_ford\\_roundabout.jpg](http://www.wheelers.org.uk/store/old_ford_roundabout.jpg)

Its design suggests cyclists should be taken out of the natural traffic flow and therefore out of the main vision of other traffic, only to be suddenly reintroduced at the most dangerous conflict points i.e. the exit and entry lanes of the roundabout. Staggeringly, the basic design of this facility completely contradicts the very clear guidance given for all road users to follow when negotiating a roundabout by Highway Code rule 162: [www.highwaycode.gov.uk/17.htm](http://www.highwaycode.gov.uk/17.htm)

The conflict and probable carnage that would result from such a facility at this roundabout is unthinkable. Wheelers dutifully sent a response to LBTH transport officers opposing the scheme and suggesting that as the problem for all users of this roundabout is the high entry and exit speed of motor traffic, we propose investigating schemes that calmed traffic speed and enhanced the surrounding environment to be far more beneficial to all.

The main priority for any improvements in this area must be to create as pleasant a route as possible into and out of Victoria Park for pedestrians. From this starting point conditions for cyclists negotiating the roundabout would naturally improve.

designed when there was no two-way track east of Cannon St Rd.

Also at this junction, the traffic lights phasing will be changed to include a "cyclists only" phase. This will remove the possibility of collisions between westbound motor traffic turning right across the path of cyclists going straight on.

Work will start again on extending the Cable Street two-way further eastwards. This will first involve "tidying" up the crossing of Sutton Street. Preliminary

# The good, the bad and the not really ugly



At the time of writing, it had been an eventful month for members of TH Wheelers management committee, among others.

Just prior to the end of June Colin Waters took part in the London-Edinburgh-London Audax ride, meaning participants must cover the entire distance of 840 miles in an allotted time of 5 days, or be disqualified. Colin completed the event with a day to spare <http://www.audax.uk.net/el/>

Meanwhile Steve Collins our rides leader, along with Ken Peters a regular participant in rides (and occasional ride leader) set off on Friday 2 Sept to Lands End. With the sole intention of riding to John O'Groats by the following weekend, they did of course. Travelling a rather remarkable 150-200 miles per day. Despite a few mechanical problems which meant they were often riding the route separately Steve and Ken completed the ride in between 6.5 - 7 days, (depending on who you ask).

Steve arranged sponsorship for his ride with the Royal National Institute for The Blind

[www.justgiving.com/rnibstevecollins](http://www.justgiving.com/rnibstevecollins)

Or contact Steve 07951 79 78 45. Address 59 Besford House, Pritchards Road, Bethnal Green, London. E2 9BJ.

*Cheques payable to RNIB.* Your name will be added to the site.

And Steve is off to Ethiopia at the end of September to lead a charity ride, in the Ethiopian mountains.

Organised by [www.maternityworldwide.org](http://www.maternityworldwide.org)

On a less happy note, Kerry Noble, our...well noble publicity officer (if you see THWheeler mentioned in the press, it's because of her) has been knocked off her cycle, breaking a collarbone. While negotiating a cycle route crossing near Great Eastern St another cyclist, ignoring a red light clipped Kerrys back wheel knocking her to the ground. To his credit the other cyclist called the emergency services and police and an ambulance arrived. The police chose not to charge the other cyclist.

We all wish Kerry a speedy and not too painful recovery in time for Wheelers Chiltern weekend away, where we are taking over a Youth Hostel.

Finally we have said goodbye to Buzz Dunning (above) Buzz arrived at Wheelers rather late in the day but in his short time he has been an

incredibly active member over the past year and a bit, despite being father to a flock of 4 daughters. Buzz has led rides, written campaigning letters, worked a Dr Bike stand at the London Bikeathon, appeared in TV and radio interviews on our behalf and kept us all very entertained via the e-list and his own website:

[www.bignoseduglyguy.com](http://www.bignoseduglyguy.com)

This site has pics of Buzz, his lovely family and some not always flattering pics of THWheeler members.

All of us who met Buzz will miss him, and I am sure that I speak for all of us (although it's not easy getting a word in edgeways with Buzz) when I wish him and his family good fortune for their new life in New Zealand.