

## Rides and events please note!

At the last THWhealers monthly meeting, it was suggested that people taking part in Wheelers rides be asked to contribute a £1 donation toward Wheeler's funds, this is of course not compulsory, but is simply a donation. The money is spent on among other things, newsletter printing, paying for training for bike buddy participants and paying general admin costs. All of the rides below begin on top of the 'Green Bridge', unless specified. Rides are being added all the time so contact Steve or take a look at our online diary: [www.towerhamletswheelers.org.uk/diary/](http://www.towerhamletswheelers.org.uk/diary/)

### December

Please note, there is NO monthly workshop in December, workshop volunteers are busy repairing a sleigh and helping to shoe reindeer

#### Wednesday, 14th December Monthly Wheelers Meeting

Meet at St Georges Town Hall, 236 Cable Street 7.30-9.00pm - everyone welcome. Followed by a visit to a local pub from 9.15pm. Contact Owen.

#### Sunday, 18th December

##### Christmas Lights & Carols by Candlelight Ride

Enjoy Wheelers' annual sedate tour of the borough's festive decorations searching out the best of the illuminated winter wonderland that is Tower Hamlets at Christmas. The ride will end at Hawksmoor's splendid St Anne's Church, Limehouse for Carols by Candlelight at 7.30pm. We will then no doubt visit the Grapes on Narrow Street. Dress warm, and bring your best voice. Meet at 6.15pm on top of the Green Bridge, Gary 020 7265 9095

#### Sunday, 25th December:

##### 2512 ride

Meet 10am Cutty Sark Gardens or 11am Southwark Needle (south end of London Bridge) for a slow sociable exploring ride round central London ending up with a late lunch in a good-value Edgware Road cafe that caters for veggies and vegans too. Optional extension and pub after. Barry 07905 889 005, Southwark Cyclists

### Distributors needed

We need help handing out our newsletter to cyclists passing through the borough, this takes place only once every two months and is fun, Colin Waters co-ordinates this. We also need folk to drop off bundles of newsletters to local distribution places, libraries, bike shops etc. If you can help please contact him on 07799 537 504 or [colin@towerhamletswheelers.org.uk](mailto:colin@towerhamletswheelers.org.uk)

#### Monday, 26th December:

##### Boxing Day Ace Run

Meet 11am on top of the Green Bridge for an easy 14 mile canal ride up to the Ace Cafe. A regular Wheelers event, which is something of a tradition now. Keith 07944 177343

### January 2006

#### Wednesday, 11th January Monthly Wheelers Meeting As December

#### Wednesday, 25th January

##### Film Night & New Year's Social See inside.

#### Saturday, 28th January

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

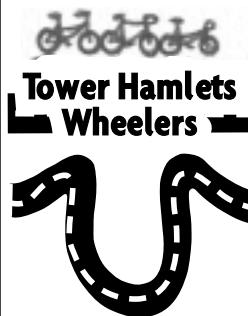
### February 2006

#### Wednesday, 8th February Monthly Wheelers Meeting As December

#### Saturday, 25th February

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

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 have not been any cancellations. All contact details opposite.



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# East London Cyclist

The newsletter for Tower Hamlets Wheelers/London Cycling Campaign Dec 2005 Jan 2006



## A S Hell !!!!

I collect oxymorons, here's a good one, *military intelligence*, or how about *IT help desk*, or *child benefit*. My latest is *ASL*, which in transport planners vocabulary means *Advance Stop Line*. These are the large green painted areas found at junctions in the borough, there are a number of them along the Mile End Road put in place after years of campaigning by THW and a cyclist's death.

On advanced stop lines, the Highway Code states that: *Some junctions have advanced stop lines or bus advance areas to allow cycles and buses to be positioned ahead of other traffic. Motorists, including motorcyclists, MUST stop at the first white line reached, and should avoid encroaching on the marked area. If your vehicle has proceeded over the first white line at the time the signal goes red, you MUST stop at the second white line, even if your vehicle is in the marked area. (Laws RTA 1988 sect 36 & TSRGD regs 10 & 43(2))*

However like any law it is useless unless it is enforced, the image above shows a fairly typical situation in the ASL at the Aldgate gyratory, green reservoir is filled by



motorcycles, in fact the only sight of the ASL markings is the white stop line behind the motorcycle in the centre of the picture. A pannier full of active Wheelers (below) decided to do something about this. One October morning we met at the gyratory, divided into two groups and used pre-prepared forms to count the volume and type of vehicle breaking the law by stopping in two separate ASL boxes in one hour. We also photographed at random sections of the stopped traffic. Predictably motorcycles were the biggest offenders with 150 in total sitting in the box, but there were plenty of cars, vans, lorries buses and even an ambulance.

A letter has been drafted highlighting this problem and sent to TfL, the Met and City police, the borough transport officers as well as our members at the GLA.

A copy of the press release can be seen at: [http://www.wheelers.org.uk/media/2005releases/thw04asl\\_survey051109.html](http://www.wheelers.org.uk/media/2005releases/thw04asl_survey051109.html).

It normally takes a death or terrible injury to have a potential danger spot taken seriously but by highlighting this problem now we may get enforcement before somebody makes the ultimate protest.

Gary

# Horseferry Road/Narrow Street One-Way Loop

This is an interesting reason for reverting a one way street to two way: "The proposal to revert to two way working in Horseferry Road and Narrow Street is intended to address the problem of persistent contravention of the existing one-way system by cyclists. This proposal will not only redress this illegal and dangerous practice but also minimise the loss of on-street parking."

This is quoted from a cover letter received from LB Tower Hamlets asking for our comments on the proposed scheme.

Welcome as this proposal is, it could have been so much nicer if it this statement had taken the opposite approach and include mention of the long term effects on motorists of a sedentary lifestyle, which easy car parking encourages, for example: "The proposal to revert to two way working in Horseferry Road and Narrow Street is intended to address the problem of *cycle routes often having to take circuitous routes around traffic schemes solely designed for motor vehicles*. This proposal will not only redress the narrow-minded view of previous transport planners but also **MAXIMISE the loss of on-street parking to gently encourage**

*residents to be more physically active and work towards reducing future burdens on the NHS."*

One could add that the revised scheme is designed 'to help rectify an imbalance in the use of public highway', or 'share our space more equitably between different users'.

Meanwhile here is a quote from the Tower Hamlets Transport and Parking website: "**We have made the safety and convenience of cyclists a priority in the design and implementation of all new traffic management measures and new developments.**"

However, looking at the proposed design in detail, a lack of joined up thinking within the transport planning department will mean that westbound cyclists, will NOT be able to join the LCN+ cycle route over the Rotherhithe tunnel, as a 5 metre section of Horseferry Road will remain one way. Therefore cyclists travelling west will still have to take the existing circuitous route if they want to remain within the law, oh dear...

**Gary and Owen**

(heading the wrong way up a one-way street without a pedal)

## 2 seasonal special events

**Sunday, 18th December**

**Easy RIDE: Christmas Lights & Carols by Candlelight Ride**

Enjoy Wheelers' annual sedate tour of the borough's festive decorations searching out the best of the illuminated winter wonderland that is Tower Hamlets at Christmas. The ride will end at Hawksmoor's splendid St Anne's Church, Limehouse for Carols by Candlelight at 7.30pm.

We will then no doubt visit the Grapes on Narrow Street. Dress warm, and bring your best voice.

Meet at 6.15pm on top of the Green Bridge  
Gary  
020 7265 9095



## Wheelers New Year Film & Social Night Wednesday, 25 January 2006

**The Space, 269 Westferry Road**

Our popular annual New Year gathering will be held at The Space on the Isle of Dogs and include a screening of the film "**Breaking Away**" (1979).

*Class conflict, teenage angst, youthful crushes, bicycles and fit Italians come together to create 90 minutes of easy watching.*

Gary Cummins, EAST LONDON CYCLIST

The evening will start at 7pm with a fine meal\*. The film will be screened at 8.30pm. Social drinks will then follow.

### Tickets & Booking

Meal & film: to be confirmed but no more than £20.

Film only: £5 (+85p booking charge)

Numbers are limited, especially for the meal, so you must pre-book to avoid disappointment.

The Space will handle the film bookings - call 020 7515 7799 or book online at [www.space.org.uk](http://www.space.org.uk) (click on the "events" button).

Email [space@towerhamletswheelers.org.uk](mailto:space@towerhamletswheelers.org.uk) to reserve a meal place.

Full details of the evening will be published on the Rides/Events web page or contact

Owen 020 7515 9905. There will be a ride to The Space - meet on top of Green Bridge at 6.30pm. \*3 course meal - first two courses before the film, final course after.



**Eighteen Wheelers had a fantastic autumn weekend of rides away in the Chilterns. Using Jordans YHA as a base for a long weekend of good cycling, good company and good cooking (thanks to duty chef Caroline Fenton). Above, Borough co-ordinator Owen Pearson does some en route map checks, before leading us through the gate on the right of the pic, across a field, into a wood and finally to a lunch stop.**

Pic Trevor McBride

## (Not) Reducing traffic speed

You might not think it when most vehicles seem stuck in perpetual gridlock, but traffic speed remains a key issue for cyclists in London.

Metropolitan Police research has revealed that 63% of motorists break the capital's 30mph speed limit. As well as being a major cause of death and injury, the intimidation caused by speeding traffic is a key factor dissuading more Londoners from getting on their bikes.

There is growing pressure from cycling, pedestrian and community groups for London's 30mph standard limit to be cut to 20mph. Higher speeds might be permitted on certain roads, but this would be the exception, rather than the rule. It is estimated that this measure would save up to 200 lives and 25,000 injuries every year, and would have the added effect of encouraging more people to start cycling.

This information is particularly relevant at the moment, after Owen and I attended a meeting at Malmesbury School in Bow in November. The meeting was to discuss measures to try to make the Bow Road safer for children crossing it on the way to school. In attendance were teachers, local parents and officers from LBTH and TfL. At one point I suggested reducing the speed limit on this stretch of road to 20mph, the TfL officer bluntly replied, 'but this is an arterial road', it is also a densely populated home for lots of people I answered.

For me it's baffling that despite all the pious talk over the past four years by LBTH, TfL and the GLA about making roads safer for people, pedestrians are still on the back foot and appear to take a back seat in transport planners minds.

### Chances of survival for a person hit by a car

Speed	Survival rate
At 40 mph ...	... 15% survive
At 30 mph ...	... 55% survive
At 20 mph ...	... 95% survive

Source:

'Killing Speed and Saving Lives' (Department of Transport, 1997)

1. Killing Speed: A Good Practice Guide to Speed Management' (Slower Speeds Initiative, 2001)

2. 20mph as a standard speed limit: Why London needs it' (London Cycling Campaign, 2000)

## A big thank you

*Wheelers bike buddy scheme has proved to be a huge success, it operates by funding professional cycle training for folk who need it, as simple as that! Here's a testimonial:*

A GREAT BIG THANK YOU!

I can't thank you and the hugely positive, encouraging, practical, welcoming Wheelers enough for all the help and support you have given me in starting to ride my bike.

The training with Patrick (London School of Cycling) was brilliant - he took me right back to basics which was exactly what I wanted and needed. Following that, my bike buddy Buzz was absolutely fantastic. We only did one trip (to my workplace) together but that was all I needed to encourage me to keep going, and after that we kept in touch by email and he answered all my questions and gave me even more encouragement. He also showed me a better route which avoided the towpath - so now I don't have the extra worry about falling in and drowning!

I've ridden to work and back about eight times now, and though I'm still quite nervous at times, I'm making more progress every day. I'm completely obsessed! I could never have afforded to pay for lessons, so without you cycling would literally have been impossible for me.

My fitness needs building up so although the route is only 3 miles it takes me 35 minutes and when I arrive home my knees practically go from under me! But it gives me a great sense of achievement and well-being.

This has been a huge adventure for me, and will continue so, as I am just "not the sort of person" to try to do "this sort of thing", which is partly why I wanted to do it, and I am finding that the experience has already had positive knock-on effects in other areas of my life too.

Thank you again, Julie September 2005

More details:

[towerhamletswheelers.org.uk/cycletraining/](http://towerhamletswheelers.org.uk/cycletraining/)