

## Brent Cyclists Annual Meeting

The Annual Meeting of Brent Cyclists will take place on Wednesday 4 May, at 7:00pm, at the Samaritans Centre, Leopold Road, NW10 9LN.

At this meeting the committee needs to be elected. The committee consists, at minimum, of chairman, secretary and treasurer. Other committee members may be elected to do other jobs, such as a rides coordinator and press officer, or may be elected without portfolio. The co-ordinator, who liaises with LCC and is the main point of contact for the Council and other external organisations, is chosen by the committee from within the elected committee.

At present the work done by Brent Cyclists largely falls on only three people, the current chairman, secretary and treasurer, and the group desperately needs more volunteers. We particularly need people who would be willing to organise rides, people who can help with bike workshops, people who will write letters, people who can do press and PR work, people who can help maintain the website, and people who are willing to attend meetings with council and TfL officers to put the cyclists' viewpoint. But basically we need more people to be active, whatever their interests and abilities, if we are to have a really viable Brent Cyclists group into the future.

Please see if you can come along to the Annual Meeting, either to volunteer to do something, or just to put your views as to what the group should be doing.

## News on Cycle Superhighway 11

Cycle Superhighway 11 is due to be built during 2011–12 and will be the first of the TfL "Cycle Superhighways" in NW London. It most likely will not be in Brent or Harrow, but on the A41 through Westminster and Camden, from the Baker Street/Gloucester Place/Marylebone Road junction, at least as far as the start of Hendon Way. Bearing in mind that many Brent and Harrow cyclists are likely to use it, Brent Cyclists is taking an interest in the designs and will keep you apprised of progress.

We have seen TfL's initial designs for the Superhighway, and there are a reasonable number of promising features. One has to bear in mind that TfL's basic concept of these "Cycle Superhighways" bears no resemblance to how such a term would be understood in cycle-friendly places on the continent, where it would be clearly understood as safe

provision for cyclists separate from motor traffic. TfL's "superhighways", on the other hand, are, at best, lanes on the road marked by blue paint, and often shared with buses.

The general approach of LCC has been, within that framework, which the Mayor is not prepared to change for fear of upsetting the motor lobby, to nevertheless try to get the best, most useful routings of the Superhighways and best junction treatments on them.



*Cycling on the Swiss Cottage giratory of the A41 southbound is currently a pretty terrifying experience*

The current proposals for CS11 include extensions to the hours of operation of the bus lanes in places to include 7am to 10am (pretty incredible that this is not the case already), removal of some parking and loading bays which currently obstruct the bus lanes, extensions to bus lanes, reducing the number of general traffic lanes to allow widening of the bus lane in places, adding a blue cycle-only lanes in others, and banning some currently-allowed turns to motor vehicles.

LCC representatives believe that the biggest issues with this route are the dangerous junctions at the "Lords" roundabout (Park Road/Prince Albert Road/St John's Wood Road) and at Swiss Cottage giratory. At the Lords roundabout, TfL are proposing to narrow the roads to slow traffic.

At the far more complicated Swiss Cottage Giratory, TfL are proposing that while northbound cycling should continue as now, southbound could be facilitated by improving the left filter for cyclists into the bottom of College Crescent so cyclists get onto the left hand side of Avenue Road, by the library, then providing a waiting area by the library and a

new signal phase to allow cyclists to get from there to the south side of the giratory and then either to St John's Wood Park (the little closed-off road) or Finchley Road southbound.

This all sounds pretty cumbersome, and we would prefer the whole giratory to be removed, replaced by two-way traffic on Finchley Road. TfL have said they are not averse to this solution, but claim that Camden Council oppose it, on the grounds that it would cause more queuing on its roads, particularly Fitzjohn's Avenue, which suffers from huge "school run" traffic due to all the private schools in the area. So, once again, it looks like the convenience of rich people who wish to take their children to distant schools by car is being put above cyclists' interests.

## Harrow Cyclists comments on LIP

The Harrow Local Implementation Plan, which sets out how the council intends to allocate expenditure on transport projects over the next three years, was consulted upon in February. Harrow Cyclists submitted a list of changes it would like to see to the draft. Key demands were:

- Cycle parking for all local shopping centres
- Removal of unnecessary give-ways on cycle tracks
- Cycle awareness training for lorry drivers
- Creation of a cycle path from Harrow to Watford via Sylvia Avenue and Little Oxhey Lane
- A contraflow on College Road in Harrow town centre
- Conversion of advisory cycle lanes to mandatory,
- Cycle access to parks, in particular through Woodlands Open Space and Yeading Brook Open Space.

## "Rebranding" LCC

There is a move (from the Board of LCC) to "rebrand" the organisation and possibly re-name it "London Cyclists". Brent Cyclists and Harrow Cyclists have not taken a view on this as yet, but many members will have their own views. If you wish to contribute to the debate, you are encouraged to join a Yahoo! group that has been set up by LCC staff to discuss the subject. Go to <http://finance.groups.yahoo.com/group/LCCbrand/> and click on "Join This Group!"

## A commentary on the "Brent Biking Borough" from Waltham Forest

Another website you may wish to look at, if you have nothing better to do with your time, is *Crap Cycling and Walking in Waltham Forest* [crapwalthamforest.blogspot.com](http://crapwalthamforest.blogspot.com) The (unknown) author of this very incisive, opinionated, and well-written blog has read the MVA Consultants' report on the Brent "Biking Borough" project (funded by the Mayor) and offers a sobering analysis, which you can find from <http://tinyurl.com/6y9yrgm>. Much of the rest of the blog, though written from a NE London perspective, will be very interesting to those interested in the prospects for increasing cycling in Outer London generally.

## Forthcoming events

**Tuesday 5 April: Brent Cyclists social** 7.00pm Lounge Bar of The Crown, 142-152 Cricklewood Broadway NW2 3ED

**Wednesday 13 April: Harrow Cyclists meeting** 7.30 pm Beacon Centre, Scott Crescent, Rayners Lane HA2 0TY, followed by a social at 9:00 at the Village Inn, Rayners Lane

**Saturday 9 April: Elstree and Stanmore ride** Meet 10:30am Gladstone Park railway bridge (foot of Parkside) or 11:15am Kingsbury Station for a gentle 25 mile ride in the countryside on our doorstep, taking in an aerodrome and a good view. Lunch in a café, some off-road sections.

**Wednesday 4 May: Brent Cyclists Annual Meeting** 7.00pm Samaritans Centre, 1 Leopold Road NW10 9LN

**Wednesday 11 May: Harrow Cyclists meeting** 7.30 pm Beacon Centre, Scott Crescent, Rayners Lane HA2 0TY, followed by a social at 9:00 at the Village Inn, Rayners Lane

**Sunday 8 May: Ride to Windsor** Twice this year stopped by bad weather, this ride will hopefully get there this time. Meet 10:00am Kingsbury Station or 10:25am Kenton Station or 10:50 North Harrow Station for a ride to Windsor. Up to 55 miles, on minor roads and paths, with lunch in a pub. Possible to return by train.

Harrow Cyclists is looking for volunteers to help lead rides or act as marshalls. They have plenty of ideas for rides, or you can suggest your own. Contact Simon on [rides@harrowcyclists.org.uk](mailto:rides@harrowcyclists.org.uk) if you can help.



*Not fairweather cyclists: the Harrow Cyclists ride to Hampstead in February arrives at a soggy Parliament Hill*

### Brent and Harrow Cyclists Contacts

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