

Ealing Cycling News

The LCC newsletter for Acton, Ealing, Greenford, Hanwell, Northolt, Perivale and Southall
December 2012

50 Sheds of Grey ...and green and brown



Over the past ten years small rectangular objects have propagated through the borough, sprouting up in gardens everywhere. We've had the back shed, the tool shed and the garden shed - now welcome the front shed. For many cyclists - particularly those in households with more than one bicycle - the front shed is essential. It frees up the hall from two-wheeled obstructions, and makes the bike as accessible as a car parked right outside. As regular cyclists know, a *back* shed just doesn't hack it. By the time you've unlocked the shed, wheeled your bike to the bottom of the garden, unlocked the garden gate, wheeled your bike along the back alley, and unlocked the security gate onto the road, you could have walked half way to the local tube station. With cycling becoming more popular, the boom in front sheds was inevitable. There's just one snag. Despite residents putting up hundreds

of front sheds throughout the borough, it now emerges that many, in fact, probably most, were put up illegally. Believe it or not, to place a bike shed in your front garden you need planning permission.

The problem came to light with two events. First, a family in South Ealing, who have had a bike shed in their front garden for almost 20 years, put up a new structure to accommodate their growing family's bikes. They received an enforcement notice from the council telling them to take it down as, it was said, they wouldn't get planning permission.

Secondly, this summer, the council's transport department offered subsidised bike bunkers to residents to encourage them to cycle. They then discovered that they weren't technically allowed to place them in front gardens.

With the first case, the family ap-

proached Ealing Cycling Campaign, and we lobbied the council on their behalf. The good news is that it appears a compromise has been reached. The family have agreed to make some changes requested by the council including staining the structure and adding more screening. They have submitted a planning application - with a £150 fee - and are hoping to receive permission.

These cases raise an important issue. With so many sheds already in people's gardens and a growing demand for cycle parking, it would make sense to waive the planning permission requirement for bicycle shelters in front gardens. Ealing Cycling Campaign is pushing for a change in the regulations. It won't be easy - planning rules aren't written in black and white - they're more like fifty shades of grey.

Warrington Cycle Facility of the Month

Like David Byrne of Talking Heads fame, many of us at ECC are fans of Warrington Cycle Campaign's Facility of the Month which documents this country's inept attempts at installing cycling infrastructure. This is from August this year and shows a cycle lane in Boston Manor Road just over the border in Hounslow.

Does anyone have any candidates in Ealing? Send us your photos: info@ealingcycling.org.uk



Next Meeting

We meet on the first Wednesday of the month. Instead of our December meeting we will be having our Christmas meal. I'm afraid places are only available for those who have pre-booked.

The next meeting will be on Wednesday 2nd January at our regular venue, Café Grove, 65 The Grove, W5 5LL.

Contact:

info@ealingcycling.org.uk
www.ealingcycling.org.uk

The year ends on a real high with a record number of courses run, bikes restored, bikes rented and sold. Thanks to everyone who has helped, from coming down on Saturdays, donating bikes or simply referring people to us. We are bidding again for some government funds to run some assisted places and attract some students from further afield in the borough with some taster sessions in Northolt and Acton. We will still be running Brompton courses, wheel building and full weekend advanced courses as well as our ever popular introduction course and the follow-up brakes & gears day.

Sessions resume in 2013 on the 12th January. For all enquires go to our re-

designed website www.ealingbikehub.co.uk

All-ability Cycling

The project to offer cycling to mentally disabled people continues with the training of clients on bike maintenance in order to keep bike



safe and running smoothly, the attached picture shows us in action at Ealing MENCAP. Next year will see some led rides and on-the-road training for both Ealing MENCAP staff and clients of the

centre. We've had one offer of help and we'd be really glad to have some extra hands on the rides next year, especially if you have experience of working with special needs older teenagers and adults.

Cycling News from around Ealing

Ealing Broadway Contraflow

Good news. New plans for the area included a shared cycle-pedestrian path alongside the eastern edge of Haven Green. This would enable cyclists to travel north from the new Bike Hub. At the moment it's just a plan, but the pedals are turning in the right direction.

Of course this won't solve the problem for those who live south of the station. Building a cycle lane running north from the Carphone Warehouse corner will be harder, but for the first time since Sir George Young, then MP for Ealing, suggested the idea - it looks as if there could be a window of opportunity to make it happen. The property developer Benson Elliot has bought the Arcadia site, and there's a possibility this whole area will be redeveloped. We have a meeting lined up with them to discuss the idea.

Ealing Broadway Cycle parking

More good news. After installing the new bike hub, the council left a large number of extra cycle stands on Haven Green to assess the demand for cycle parking in the area. It turns out that the hub alone doesn't meet demand, so when the council develop the

station forecourt they will place more cycle parking there. The development is planned to take place in two phases. The first, running from 2013-16 will include a row of about 20 cycle stands placed where cars are currently parked. Later the whole area will be re-landscaped and the cycle parking distributed around the site.

Northfields Station

Mixed news for those living around Northfields. We've had a report that on a Monday in early November eight bicycles were stolen from outside the station in daylight. It sounds as if professional thieves have been operating here. The better news is that the council plans to redevelop the station forecourt and include covered cycle parking on both sides of the station entrance. This will accommodate 32 bikes. The railings alongside the road will be removed and replaced with cycle stands to provide uncovered parking for another 32 bikes. At the moment there is no mention of CCTV cameras covering the area. We will raise this with the council.

Hanwell

As one of many schemes proposed along the Uxbridge Road, the council are plan-

Rides Rides Rides...

We add new rides from time to time, so check our website for the latest details.

www.ealingcycling.org.uk

Sunday 2 December Posh London

Join Ben on this ride to and through the bejewelled backstreets of Mayfair. Ben knows the area well so will be regaling you with stories past and present.

Ride Type: Leisurely

Meeting Time: Arrive from 9.45am for a prompt 10am departure.

Meeting Place: Ealing Town Hall, W5 4BY

Expected Return Time: 5pmish

Sunday 6 Jan 2013 Take to the Hills!

Sun 6 Jan - Take to the Hills!

Start the year on a high with this brilliant ride taking in the highest parts of Ealing.

Ride Type: Leisurely

Meeting Time: Arrive from 9.45am for a prompt 10am departure.

Meeting Place: Ealing Town Hall, W5 4BY

Expected Return Time: 5pmish

ning to make changes to the road layout in Hanwell - including removing the traffic lights on the Uxbridge Road junction with Boston Road and replacing them with a mini roundabout.

Lorries in Bus Lanes

TfL is going ahead with its plan to allow lorries to use the bus lanes in Church Road (A312), Northolt, despite the fact that more than twice as many members of the public opposed the scheme as supported it. Ealing Cycling Campaign and Brent Cyclists put in formal responses. Again cyclists have been marginalised. Instead of being able to use the relative safety of a bus lane, TfL and Ealing Council expect us to use a shared cycle and pedestrian path alongside the road where we will have to give way at every side junction. This means stopping every fifty metres or so. Most experienced cyclists won't bother with this and will continue to use the main road, but will probably have to endure the horns and shouts of motorists who think they should be using an inadequate cycle facility.