



Safer than Walking

By David Hobbs

Everyone knows that cycling is good for you. It is non-polluting, good exercise and, during the rush hour at least, as quick a way of getting round London as any car. What is less well known is that cycling is actually safer than walking, although this does not mean that everything is wonderful for cyclists.

Jeremy Parker, the Barnet Co-ordinator for the London Cycling Campaign said, "I know this is controversial, but personally I am not a cycle lane enthusiast". He explained that although they separate the cars from the bikes, they also push cyclists to the side of the road

out of sight and out of the mind of drivers.

The cause of one in four cyclist fatalities is lorries turning left without looking and crushing them under the back wheels. Transport for London have now decided to run a campaign this Autumn.

Buses are less of a concern as cyclists know where the buses are going but Jeremy feels that the standard of driving has declined recently.

Car drivers do need to be more aware of cyclists, but as Jeremy points out, "cyclists are there by right, cars are only there by licence". However he feels that many cyclists would benefit from proper training in road awareness.

On your bike

Transport for London is committed to setting up a London-wide cycle network. Before the full London-wide strategy is implemented they are looking at Priority Strategic Routes, one of which is likely to be the A1000 from the A1 junction through East Finchley to Barnet and Potters Bar.

Barnet Council spent none of the money to fund cycling they asked Transport for London for last year and the new administration is waiting until after a spending review.

Despite reservations on safety and the lack of facilities, Jeremy firmly believes that there has never been a better time to get on your bike. He organises rides on the first Sunday of every month from Tally Ho Corner. For details, call 020 8440 9080.

Bus Services Extended

By Daphne Chamberlain

A list of planned alterations to local buses and extensions to routes was handed out at September's Finchley Forum. Those most likely to concern us in East Finchley are:

1. **Route 102** - Edmonton to Brent Cross - Frequency to be increased to every 8 minutes during the day on Monday to Saturday, and every 12 minutes on weekday evenings and Sundays.

2. **Route 234** - Highgate Wood to Barnet - The existing buses to be fitted with wheelchair ramps.

3. **New Route 382** - This would run from Mill Hill East to Winchmore Hill, via Church End, Squires Lane, Friern Barnet, Arnos Grove and Southgate.

4. **Route 125** - Finchley Central to Winchmore Hill. - The route to be extended to Enfield Town and Ponders End, with a more direct journey between Southgate and Winchmore Hill.

5. **Route 634** - Muswell Hill to Barnet - Continuing to run on schooldays only, the journey would be extended to Barnet General, using new fully accessible double-deckers.

6. **Route 221** - Edgware to Turnpike Lane - Frequency to be improved.

Subject to consultation, London Buses propose to phase in these plans between November 2002 and early 2003. Comments should be sent to the Consultation Manager by Friday 4 October

Proposed Bus Link To The Royal Free Hospital

There is a continuing lobby to extend the proposed Swiss Cottage to Muswell Hill link through East Finchley and North Finchley to Potters Bar, particularly as major heart cases throughout this area are usually referred to the Royal Free. The Forum agreed to refer this to London Buses.



Photo by John Dearing

Historic Train on Northern Line

By John Dearing

August Bank Holiday Monday saw a special tube service operated on the Northern Line, between East Finchley and High Barnet, by an historic tube train owned and preserved by Cravens Heritage Trains (CHT). The train, which is based at Ruislip depot, operated a shuttle service approximately hourly throughout the day, driven by Northern Line staff, and supported by members of CHT. Numerous enthusiasts and other members of the public enjoyed travelling on the shuttle, and visiting the CHT sales stand on platform 1 at High Barnet, where souvenir tickets and timetables, guides to the Northern Line and various memorabilia were on sale.

A ticket to ride

The three-car unit is known as the 'Cravens' unit after the builder of the driving motor cars at each end, Cravens Limited of Darnall, Sheffield. These two cars were built in 1960 as prototypes for new trains for the Central Line. For various reasons London Transport did not proceed with the design and the two driving motors plus the central trailer

car (originally built in 1938 by the Birmingham Railway Carriage and Wagon Company), ended their days working the Central Line shuttle service between Epping and Ongar. When that service was withdrawn in 1994, the Cravens Preservation Group was formed in order to save the unit from scrap in the hope that one day it might be able to run again between Epping

and Ongar. This plan has not so far come to fruition but the Cravens unit currently operates enthusiasts specials and excursions on London Underground and has recently been used on filming contracts on the closed Holborn to Aldwych branch of the Piccadilly Line. More information about CHT may be found at <http://www.simo.n5596.supanet.com/>

The CPZ: has it made a difference?

By John Dearing

The title of this article was originally "The CPZ - 6 months on", but when I checked through back copies of *THE ARCHER*, I found to my surprise an article written by me in the August 2001 edition entitled "The CPZ - 2 months on"! So the East Finchley CPZ has been with us for nearly a year and a half. But has it had any effect?

For many people, it seems as though it has always been with us. Most local traders I spoke to had to stop and think about it. The general attitude is one of grudging concession that it has made parking easier for their customers. The inner zone 'Pay and Display' bays are well used, with most cars sporting tickets. The ticket machines appear to be reliable and available most of the time. The traffic wardens patrol the area often enough to make a regular catch of people too mean to spend 20p; but not often enough to deter regular parking on the double yellow lines and in the bus stops. One wonders whether wheel clamping will ever be used. The all-day bays near the tube station are now well patronised, even at £2 a day, and the roads bordering the CPZ are, as ever, choked with commuters' vehicles.

Familiarity breeds content - on the whole

For those residents who have shelled out for a permit, the outer zone bays are well used but not generally full, so it is probably fair to say that the CPZ has in general benefited local people. In principle, it would seem that the CPZ has largely met

its objectives of reclaiming the streets for residents to park in, and enabling local shops to attract passing trade. The all-day commuters displaced by this scheme would, no doubt, be less than sanguine about it, but overall one can measure its success by the fact that it no longer attracts attention or controversy.

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