



Co-ordinator's comment
page 2

Cycle paths gritted!
pages 3-4

AGM accounts
page 4

Stricter liability
page 5

Why ride to Reach Fair?
page 6

Seasonal social
page 7

Streetcar
page 7

Integral bike lights letter
page 8

Photomap
page 8

Riding with CTC
Cambridge
page 9

West/Central Committee
6 January
page 10

Cam to Coast
page 10

Diary
page 11

Your streets this month
page 12



The Tins closed

The Tins route is closed for 11 weeks for improvements. This narrow bridge at the junction of Burnside and The Tins will be replaced by one 3 m wide. See page 12.



If you like what you see in this newsletter, add your voice to those of our 1,100 members by joining the Campaign.

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Cambridge Cycling Campaign was set up in 1995 to voice the concerns of cyclists. We are not a cycling club, but a voluntary organisation promoting cycling for public benefit and representing the concerns of cyclists in and around Cambridge. Registered charity number 1138098

Our meetings, open to all, are on the first Tuesday of each month, 7.30 for 8.00pm at the Friends' Meeting House, Jesus Lane, Cambridge.

Elected Committee Members and Trustees 2010-2011

Co-ordinator and Chair of Trustees – Martin Lucas-Smith

Liaison Officer – Jim Chisholm

Membership Secretary and Trustees' Secretary – David Earl

Newsletter Editor – Monica Frisch

Treasurer – Chris Dorling

Events Officer – Simon Nuttall

Recruitment Officer – *post vacant*

Press Officer – Robin Heydon

Officers without portfolio – Bram Gerrits, Sally Guyer, Tess Jones, Vanessa Kelly, Phil Lee, Bev Nicolson and James Woodburn

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Co-ordinator's comment



We would like to see more heated ramps like these on the cycle bridge by the station.

Less icy than last year

It cannot have escaped anyone's notice that, once again, Cambridgeshire fell under a blanket of snow this year. The previous two years saw a mountain of complaints about lack of gritting of routes used by cyclists.

However, this year's response by the County Council to the weather conditions seems to have been considerably improved. We received very few complaints, and while things were certainly not perfect, it is clear that the improved arrangements, outlined on pages 3-4, made things much easier. Parker's Piece, to take one example of a major cycle route, became passable much more quickly and did not end up as an ice rink (except for the real ice rink there! – about which, incidentally, we received no complaints this year, so well done to the organisers and the City Council's planning officers).

The use of a quad-bike to clear the snow lead to coverage in many parts of the UK's cycling press, and we hope that other areas of the country will try out such an innovation. Rob King's account in this Newsletter certainly makes clear the massive difference this has made.

We welcome comments from members about your experiences this year and where you feel improvements are still needed, given the reality that resources have to be spread around the whole County.

Stricter liability

Strict liability, sometimes called 'stricter liability' or (my preferred term) 'proportionate liability', has raised its head again in cyclists' discussion forums around the UK. It concerns the concept – common on the Continent – that the liability (and duty of care) of one's actions when using a road should be proportional to the degree of danger which you present to other road users.

Many in the cycling community feel – as the Campaign does – that this would lead to greater levels of care being taken by car drivers when encountering cyclists, and by cyclists when encountering walkers. It would, we feel, lead to a cultural change where the potentially more vulnerable road user in a situation is given a greater duty of care.

It would not affect the notion of 'innocent until proven guilty' because this is nothing to do with criminality. It simply seeks to redress the unfair situation that a pedestrian knocked down by a car (for instance) is put in the situation of having to prove that they were not at fault, when they are in the worse position of either party to do so. This is recognised in a statement in 1982 by Lord Denning, who said:

'There should be liability without proof of fault. To require an injured person to prove fault results in the gravest injustice to many innocent persons who have not the wherewithal to prove it.'

The creation of a new campaign 'Stricter Liability for Us' (see page 5), modelled on the 'Twenty's Plenty For Us' campaign, is a major step forward and we are pleased to lend our support to this.

Martin Lucas-Smith, Co-ordinator

John Renton

John Renton died in August last year, leaving a suicide note that read 'Life was much sweeter with Buddha than Richard Dawkins'. John moved back to Cambridge (where he had obtained a PhD in engineering in 1963) after spending most of his career in Oxford. He joined us on many leisurely rides and helped stuff and deliver your newsletters. His fascination for the magic of life is very sadly missed.

Cycle paths gritted!



Midsummer Common on Christmas Day 2010: clear paths.

As the New Year unfolds and more wintry conditions are forecast, it's time to take stock and review the Council's efforts to keep the city's major cycle routes open in all conditions. Snow and ice in previous years have been the subject of much anger by cyclists, **'Once again, cyclists and pedestrians are being treated as second-class citizens when it comes to gritting of key routes'** (Cycling Campaign website) and the feeling was widespread, with a petition created by Cambridge resident Robert Oeffner getting over 1,200 signatures.

So it has been heartening to see the Council react to this pressure: after a consultation last October, a decision was made to purchase a quad bike with a snow plough on the front and a trailer of brine in tow. We understand that the quad bike is being used to treat the primary on- and off-road network of cycle routes within the ring road and is deployed when there is a forecast of five days or more of icy weather. Following a review of this trial in the summer of 2011 a report will be brought to Cabinet regarding the possibility of rolling out the treatment of cycleways and footways across the county.

A first-hand account

My personal experience was of feeling rather annoyed at yet another joy-riding motocross bike charging across Midsummer Common where my boat is moored up. It was only 10.30 in the evening and I looked out of the window to see if was worth calling the police for such an unpleasant disturbance. But this was no ordinary joy-rider! A quad bike, with flashing amber warning light, was motoring quite quickly up and down the common's footpaths. It took me a few moments to work out what was going on but my initial dismay at the ugly noise quickly turned into happy thoughts of beautifully clear cycle paths throughout the city. Yippee.

Once the euphoria was over in the morning I was able to see what effect the brine spray had had. The timing couldn't have been better as I was due to be on Radio Cambridgeshire at 7.00 am to discuss how our freight bicycles would cope in the wintry conditions. As I praised the Council, I could feel Jeremy Sallis' tone of disgust as he assumed I was a Council employee in disguise. On my way into work that morning, I honestly didn't notice much difference on the tow path as it had been a cold but relatively dry night. But I was keen to give praise after such difficult times

last year and I knew this was a welcome change.

It was pleasing to see the quad bike out most evenings after this. On one occasion, the driver had an accomplice who appeared to help him clear the area around the bottom of Cutter Ferry bridge where there is a big cyclist and pedestrian junction. The rather zealous quad bike driver meanwhile was happy doing laps of the common, I suspect well over his speed limit....

Later in the week it snowed. No quad bike came out on that evening and by the following night, the snow had compacted and attempts at ploughing were totally futile. It meant that the brine spray took a lot longer to react as it needed plenty of foot and cycle traffic to do its work. That said, it did work and within the next 24 hours a clear patch of path had formed (about 60 cm – 2 feet – in width).

Summary

A quick look on the Council's site for gritting tells me that the quad bike is being trialled this year so here are a few of my points to ensure the service is continued and improved upon.

- This has made a MASSIVE difference to the areas the quad bike has been operating – for Council decision-makers: please continue and expand on this badly needed service.
- Complaints from Cycling Campaign members have been down but there are areas that are not covered and the service could be extended.
- Apparently bridges constructed of steel will dissolve with salt (I really can't believe that any bridge will be seriously affected by a bit of brine?!) and presumably this is why both Riverside bridge and the Jane Coston bridge (particularly bad as it is so steep) were not gritted, causing most of the complaints.
- Mr quad bike driver should go more slowly across the common. It may be late in the evening but one slower circuit will presumably dump as much brine as three circuits at breakneck speed.
- The brine is sprayed over a strip approximately 60 cm wide. This is very narrow and it was almost impossible to have two people pass at the same time without going onto the icy sections.
- It is really important to have the quad bike out as soon as possible after any snow has fallen to clear areas. The snow quickly compacts meaning the snow plough is useless and brine takes much longer to work on heavily compacted, icy snow.



Icy paths on Midsummer Common in 2009.

Rob King, Outspoken Delivery

Inspection of accounts

At the Campaign's AGM in November 2010 I said that I had been unable to find anyone independent of the Committee to review the accounts for 2009-10 and asked if anyone present would be prepared to do this. At the end of the meeting, Paul Ryan and Shirley Fieldhouse offered to help, and I decided to ask Shirley to review them, as she has experience of keeping accounts for a voluntary organisation as well as some familiarity with the requirements for inspecting charity accounts. Many thanks to Shirley for doing the inspection, and also to Paul for volunteering his time.

The inspection was carried out on 24 November, when I took the accounting records to Shirley for her to examine. She asked a number of questions about our accounting procedures, looked at a selection of transactions, and verified the account balances at the date of the accounts. As a result of the review, Shirley produced a brief report stating that she was satisfied that appropriate records had been kept and that she had found nothing to which the attention of the membership should be drawn.

The Committee will be deciding what to do about an entirely independent inspection of the accounts next year, as the Charity Commission only requires one if income exceeds £25,000.

Chris Dorling

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Strict liability

In Newsletter 87 a year ago, Klaas Brümman explained what strict liability means and how cyclists and pedestrians would benefit if the concept was implemented. Now a website: www.stricterliabilityforus.org.uk has been set up, by Rod King from Warrington who also runs the campaign for 20 mph speed limits (www.20splentyforus.org.uk), to provide a few facts on the subject and to provide some clarity on what it does and does not involve.

However, this coincides with Norman Baker, the minister for cyclists and pedestrians, ruling out a law change that could protect vulnerable road users because bringing in strict liability for those operating vehicles on roads – which is normal practice in much of Europe – would face too much opposition. In a letter to a Labour MP, Norman Baker lists the many reasons why strict liability is such a good idea and how it appears to save lives in other European countries, but then he says the studies he cited aren't enough evidence to push for a law that would be 'very contentious'.

Baker writes:

In road traffic personal injury cases in the UK, the burden of proof is on the victim to prove the other party is negligent. The injured party in a crash between a motor vehicle and a pedestrian or cyclist is most likely to be the vulnerable road user. Under strict liability, the burden of proof is reversed. Vulnerable victims, not drivers, are the ones assumed innocent with regard to causing their injuries. It is up to the driver to prove the pedestrian or cyclists was negligent. Strict liability only applies to civil compensation and does not affect criminal prosecution.

The law often uses strict liability in situations where there is likely to be an imbalance in terms of responsibility and where there is an inherent danger. Strict liability is already in use in English law, including workplace health and safety incidents and product liability.

Many countries in Europe apply strict liability to vulnerable road victims, e.g. pedestrians, children and cyclists. To varying degrees, this is applied in Austria, Denmark, France, Germany, Italy, the Netherlands and Sweden.

The road safety argument for strict liability is that it has the psychological effect of making drivers more aware of the vulnerability of children, cyclists and pedestrians. In support of this argument, many of those countries with strict liability have much better cycle and pedestrian safety in terms of fatalities per billion kms walked/cycled. The fatality rate for the most vulnerable group of child cyclists (10-14 years old), which represent a group of road users who potentially would benefit most from strict liability, may be five times worse in UK than in the Netherlands and Sweden according to one European study. Another report on child road safety attributed some of this difference to the law of strict liability.

However, there are also likely to be many other factors to explain these differences including the higher percentage of cyclists in those countries. Additionally, the evidence from the Think evaluation and other research suggest that driver behaviour change is more likely to be motivated by serious personal consequences, whether it be death or injury to themselves or others, or criminal punishments such as

loss of their licence or imprisonment, than they are by any insurance issues. So the Department has focused on those approaches to behaviour change rather than insurance or liability.

Any change in the law is likely to be very contentious and it would be important to have strong evidence of a benefit to justify a change in the law.

The website, 'Stricter Liability For Us', makes a very persuasive case as follows:

In the UK we have a long-held principle that for most aspects of the law one is 'innocent until proven guilty'. Quite rightly it dictates that criminality has to be proven in order to establish guilt.

However, there are many situations whereby liability for one's actions does not necessarily require the same degree of proof. Employers often have a liability for what happens even though they may not be criminally guilty.

In most parts of the EU this separation of criminality from liability exists with regard to the use of the roads. The vulnerability of the young, the old, the infirm and those less protected by a surrounding protective structure, such as cyclists and pedestrians, is recognised in the way that the road law creates a 'duty of care' on those driving motor vehicles and makes them liable if they come into contact with such vulnerable road users.

For example in the Netherlands children under the age of 14 cannot be held responsible for any collisions and other cyclists and pedestrians cannot be more than 50% responsible, but rarely is their compensation reduced.

This concept of 'stricter liability' being dependent upon the vulnerability, or otherwise, of a road user is seen as eminently sensible. Indeed in 1982 Lord Denning said :-

'There should be liability without proof of fault. To require an injured person to prove fault results in the gravest injustice to many innocent persons who have not the wherewithal to prove it.'

This website seeks to provide a few facts on the subject and to provide some clarity on what it does and does not involve.

Strict or stricter liability has also been referred to as 'proportional liability': this recognises that the liability (and duty of care) of one's actions when using a road should be proportional to the degree of danger which you impose on other road users. Hence motor vehicle drivers would always have a greater duty of care to people who are vulnerable on the roads when walking or cycling.

This hierarchy could also be extended to larger freight vehicles over smaller motor vehicles.

The Reach Fair bike ride: Bank Holiday Monday 2 May 2011



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Reach Fair.

Why do we do it?

Reach Fair has been going for over 800 years and is one of the most enjoyable countryside events within easy cycling distance of Cambridge. At 12 noon on 2 May 2011, Reach Fair will be opened by the Mayor of Cambridge, dressed in mayoral regalia and with costumed attendants. The Mayor throws handfuls of new pennies into the crowd which children scabble for – a modern version of an ancient distribution to the poor. Hundreds of people will be there to enjoy the crafts, stalls and entertainment available. Many of those people will have cycled to the event from Cambridge and surrounding villages.

So why does the Campaign organise this ride?

Most of our members are regular users of bicycles who cycle in and around town between work or school and home, to the shops, maybe to the cinema or a restaurant. What could be better than getting all your friends and family together and joining the Reach Fair bike ride to stretch those legs a little more than your average trip?

After all, cycling is about enjoying yourself. The freedom to stop and start when you want. To cycle quickly or slowly. To experience the joy of cycling out in the countryside. The ride has people of all ages and abilities, from school children to more mature and experienced riders. The Reach Fair bike ride is not about cycling; it's about getting to Reach in a fast and fun way. It just happens that the fastest and most fun way to get there is by bike.

How far is it? And where is Reach anyway?

Reach is to the northwest of Cambridge, just past Bottisham and the Swaffhams. Our route to Reach is about 12 miles from the centre of Cambridge, and our route back is the same distance. We ride out of Cambridge along the traffic-free cycleways by the river Cam, and then follow the National Cycleway Route 51, which has some on-road sections, all the way to Reach. Don't worry about getting lost either, as we have marshals who will guide you along the way.

If you want a shorter ride, you can start from Newmarket Road Park & Ride site. Park the car (at your own risk), unpack the bikes, and ride to Reach from there.

Full details of starting times and places will be in the next Newsletter.

Do I need sponsorship?

We ride because it's fun and quick. If you want to ride to raise money for charities through sponsorship, then please consider a ride that is a little bit more challenging. For example, the Ride to Southend (see page 10) is a challenging ride that you can be proud

to finish. The Reach Fair bike ride is not a challenge. It's only 12 miles there, a good day out with plenty of food and drink and shopping. Some may consider 12 miles a very long way, and for some like very young children it may be. However, even the least



Refreshments on the way back.

fit of cyclists have been able to do this ride with a smile on their faces.

We will be riding there because we enjoy it. There is no fee to join the ride.

Come and join us for one of the most enjoyable days out this year. Just have a look at the happy faces from previous years. Life is a journey, so start pedalling...

Robin Heydon



Reach Fair ride 2010: leading group.

Seasonal social 2010

We agreed the positives for cycling in Cambridge this year have been: Hills Road Bridge, Gilbert Road, and the extra cycle parking that has appeared around the city, and so a big thank you to Cycle Cambridge

Nine members celebrated what I consider to be one of the best years for the promotion of cycling in Cambridge with a Christmas dinner at CB2 Bistro. It's been a year in which we've seen many new schemes come to fruition, not least of which is Hills Road bridge, which at last has proper lanes to help cyclists negotiate one of the city's busiest roads. There has been progress too on making Gilbert Road safer for cycling, and there are new cycle routes linking the edge of Cambridge to nearby villages.



Cambridge Cycling Campaign's seasonal social 2010. Clockwise from bottom left: Monica Frisch, Chris Dorling, Simon Nuttall, Katrina Nuttall, Bev Nicolson, Shaun McDonald, John Cooter, Nigel Deakin.

There have also been frustrations that show we've still got work to do to change attitudes. One example is cycle parking in Fisher Square (near the Central Library), where City Council planning officers sought to put up unfriendly 'No bikes here' signs instead of trying to solve the problem. Another is the very disappointing Arbury Road scheme, which amounted to putting cyclists on the pavement: we had rather expected that we'd seen the back of that sort of thing.

At a national level, we were very sad to see the demise of Cycling England, which despite its effectiveness succumbed to the bonfire of the quangos. They have been funding Cycle Cambridge who have seen most of the schemes I've mentioned actually get implemented, and who have brought new energy and a new level of expectation about what can be achieved in promoting cycling.

It's been a busy year for the Campaign too - we've organised a lively programme of speakers at the campaign's monthly open meetings, we ran two Rides for Joy and supported a cycle fashion show.

The social evenings are held every four months, at CB2 Bistro in Norfolk Street, and are a way to get involved in cycle campaigning without feeling under pressure to go away with a set of actions.

Simon Nuttall

Streetcar

Joseph Seal-Driver explains the Streetcar scheme

No matter how much Cambridge residents love bikes, there are those times when you just need a car. Occasionally, pedal power just cannot go the distance, or carry a load that would stretch the most robust legs or forgiving of panniers.

That's why so many Cambridge cyclists use Streetcar, the pay-as-you-go car club. With twenty-three Streetcars in Cambridge, and over 1,600 nationwide, it is the perfect complement to your bicycle.

Not only does Streetcar take the hassle out of owning a car, but if you only use a car a couple of times a week then Streetcar might save you a lot of money. Additionally, for those environmentally-focused, car clubs can help reduce the number of cars in Cambridge. On average, one Streetcar takes an average of twenty privately-owned cars off the roads in the UK, because members often sell (or don't replace) a car when they join. Streetcar has also found that members choose to drive a car 68% less after joining Streetcar than before, as they make better use of public transport and think much harder about their transport options according to what they need to achieve and the cost associated with that decision.

So how does it work?

After becoming a member of our club, you can reserve any Streetcar, 24 hours a day, 7 days a week, over the phone, internet or by mobile. Once you have made your booking, simply wander up to the car, swipe your smartcard, enter your pin and drive away. When you are done, return the Streetcar to its bay, swipe your smartcard again to lock it and walk away.

Usage is charged in thirty-minute units, at a typical rate of £5.95 per hour. You can book a car for as little as half an hour or for up to three months. You don't need to worry about tax, insurance, fuel or depreciation either as this is all included in the price.

To help celebrate the recent introduction of Streetcar in Cambridge, Streetcar is offering £20 worth of driving credit to get you going when you become a member. Just visit www.streetcar.co.uk/cambridge/ or call 0845 6448745 to find out more.

Photomap this month: editor's pick

#27631: No cycling in Red Square, Moscow



This month's pick from the CycleStreets photomap on our website. For more cycling-related photos of Cambridge and beyond, or to add your own, visit www.cyclestreets.net/photomap

Bikes and lights

We were pleased that at least one writer of letters to the *Cambridge News* understands some of the problems cyclists face.

'People grumble about cyclists without bike lights but parents cannot buy bicycles with built-in lights. There would be chaos on the roads if motorists had to rely on fragile plastic lights which break easily and rely on separately fitted batteries which keep running out. With modern technology, lights could be an integral part of a bike and be expected to last for 5 or 10 years without needing replacement parts. It would be easy nowadays to provide the power without the drag associated with old-fashioned dynamos.'

Rob Wheway, Director, Children's Play Advisory Service.'

We know it IS possible to buy bikes with integral lights – one of our committee members has one – but they are not at all common and tend to be at the upper end of the price range. Has anyone seen an affordable child's bike with built-in lights?

Monica Frisch

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Riding with CTC Cambridge

There is something quite magical about the junction between the Cambridge Road and the Whittlesford Road in Fowlmere. As you approach, two members of your group signal right and turn. For a few seconds, they remain in your view as they speed off away from you: the angles stay the same, only the distances gradually get smaller. There is a sense of gracefulness and beauty that is hard to explain.

That was my experience of the ending of the second of two of CTC Cambridge's Thursday rides I attended during my Christmas break. As well as the pleasure of

cycling in the English countryside, I found them to be a friendly and welcoming group: I hope that I will be able to join them again!

Usually known as CTC, the Cyclists' Touring Club of Great Britain was founded in 1878. As its name suggests, its original focus was 'touring', i.e. recreational cycling. CTC has since broadened its interests, and a lot of its present-day work revolves around everyday cycling. CTC local groups continue to organise recreational cycle rides. Having been a member for seven years, I felt it was about time that I went along to see what was involved.

I arrived in good time for the 9.30 start. I was the first one there, but I was quickly joined by a regular, Robert, who made me welcome and took care to introduce me to others as they arrived. We set off in the direction of Eltisley, close to the Cambridgeshire-Bedfordshire border. In total, we covered forty miles as a group. In summer, when the weather is better, rides tend to last longer and cover a greater distance.

Country lanes and good cake

The group rides moderately fast, though not so fast that people will find themselves breathless or drenched in sweat: when you're cycling for a substantial part of the day, you do need to make sure that you can keep going! Most of the rides take place on quiet country lanes. It is often safe to ride two abreast, and members take the opportunity to ride alongside each other and talk. There are further opportunities for socialising at the morning coffee stop (always somewhere with good cake!) and at lunch (a moderately priced pub). The group itself has a good mix of people. Many of the Thursday Rides regulars are of retirement age, though they do seem to enjoy a youthfulness that does not tally with their years! CTC Cambridge also organises Sunday Rides that are more accessible to a wider audience.

The rides I went on were fairly brisk, and most riders were using touring bikes or well-equipped fitness bikes. However, CTC Cambridge is keen to welcome all riders and in the summer it offers shorter Saturday morning rides, intended to be well within the reach of any rider on any bike.

I very much enjoyed my rides with CTC Cambridge, and now my holidays are over I hope that I can join some of the Sunday rides. If anyone else is wondering how they can spend more time cycling for pure recreation, I'd strongly recommend giving CTC a try. You can find details online at <http://site.ctc-cambridge.org.uk>.

Daniel Auger



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West/Central Area Committee: 6 January 2011

The City Council holds a meeting every two months for each of four parts of the city (see Diary), and these often deal with matters relating to walking and cycling, alongside planning and other local issues that may arise. Members are warmly encouraged to attend, make cycle-friendly comments, and report back to us where possible.

The website of independent city resident, Richard Taylor, at www.raylor.co.uk, is also worth reading in this regard as he often gives detailed reports of the meetings.

Huntingdon Road

It appears unlikely that this road will get a 30 mph speed limit, for the moment anyway. The only possible chance is a grant from Cycle Cambridge to widen the cycle lanes and thus possibly bring down the speeds. In any case, there are hopes of tapping into future cycle money though the situation is not clear. If funds do become available, this is one of the many schemes that would still be considered.

Speeding along Parkside and Parker Street

In response to a question regarding speeding on Parkside at night by coaches, buses and taxis, a senior council officer told the meeting that the 20 mph policy is to be reviewed and it is hoped that the consultation will begin at the end of the month. There will be an opportunity for councillors and residents to give feedback, after which Cabinet will make the final decision whether to alter the current policy on 20 mph speed limits. Chief Inspector Dave Sargent said it's not enforceable because of Association of Chief Police Officers guidelines. We were told that the council do regular checks, provide feedback to drivers and can then seek action from bus operators, if needed. The council have considered the threat of removing transponders from taxis but would not do so for buses. Apparently, Stagecoach are installing equipment which will detect any aggressive driver behaviour.

Bev Nicolson

Cam to Coast 2011

Cycling England has been promoting cycling in 18 English towns over the last few years. To mark the closure of that programme, a bike ride from Cambridge to Southend-on-Sea is planned for Saturday 26 March 2011.

The ride will start from Jesus Green, Cambridge, where riders can register from 7.00 am and start from 7.30 am to 9.00 am. The route will pass through the centre of Cambridge, Addenbrooke's, Saffron Walden and on through Essex to the cycling demonstration town of Southend-on-Sea. The distance is approximately 74 miles, about 7 hours of riding time.

The ride is being organised by the two demonstration towns: Cycle Cambridge has responsibility as far as Saffron Walden and Cycle Southend will lead the ride through Essex. The ride will help raise funds for the British Heart Foundation, and so there will be a

participation fee of £20 per rider, and you'll get a t-shirt and medal. Participants will need to make their own arrangements for getting home. There will also be a much shorter 10 mile ride to Whittlesford Station. The fee for that is £5, but free for children.

The ride will also be the final event in another of the popular 'Cycling Challenge' promotions and so the expected number of riders is in the region of 600. Cycle Cambridge will be looking for volunteers to help with marshalling this event (volunteers will be exempt from the fees).

Register for the event on the British Heart Foundation website: <http://www.bhf.org.uk/getinvolved/events/view-event.aspx?ps=1001058> for more information or to help marshal the event email mike.davies@cambridgeshire.gov.uk or call him at 01223 699913.

Simon Nuttall

Whittlesford Church.



Campaign diary

February 2011

Tue 1	8.00 pm	Monthly General Meeting. Friends' Meeting House, Jesus Lane, with tea and coffee from 7.30 pm, and a chance to chat, and for us to introduce ourselves to new members.
Thu 3	5.30 pm	Newsletter review meeting. Grads Café, University Centre, Mill Lane.
Sat 5 & Sun 6		Cycle Auction at Cambridge Museum of Technology, The Old Pumping Station, Cheddars Lane, Cambridge. Auction Viewing, Saturday 1 pm - 5 pm. Auction Day, Sunday 9 am to 5 pm. Auction commences at 12 noon. See www.camcycle.org.uk/events/cycleauction/ for advice on buying secondhand bikes
Sun 27		Newsletter 95 copy deadline. Please send copy to Monica Frisch: mfrisch@phonecoop.coop . Members are warmly invited to write articles (style guidelines available) and are invited to contact the Editor in the first instance.

March 2011

Tue 1	8.00 pm	Monthly General Meeting. (see 1 February for venue).
Thu 24	7.30 pm	Newsletter envelope stuffing. Baby Milk Action offices, 34 Trumpington Street. Help very much welcomed.
Sat 26	from 7.30 am	Cam to Coast sponsored cycle ride in aid of the British Heart Foundation (see page 10)
Sat 26 / Sun 27		Cambridge Traffic Management Area Joint Committee (AJC) response drafting. A meeting to draft our communications to Councillors of the AJC will be held over this weekend. For details, please contact us.

April 2011

Tue 5	8.00 pm	Monthly General Meeting (see 1 February for venue).
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City and County Council committees

Campaign members may be interested to attend **Planning Committee and Area Committee** meetings, which often include cycling and walking issues. **Joint Development Control Committee** meetings, which determine the Planning Applications relating to the major housing development proposals for the Cambridge sub-region, are also open to the public.

Cambridge Cycling Campaign studies and comments upon agendas and papers for **Cambridge Traffic Management Area Joint Committee** meetings, and these meetings are also open to the public. Details of venue and agenda are available about a week beforehand at www.cambridge.gov.uk/democracy/

FEBRUARY 2011

Wed 2	10.00 am	Joint Development Control Committee – Cambridge Fringes Development Control Forum
Wed 9	9.30 am	Planning Committee
Thu 10	7.00 pm	East Area Committee
Wed 16	10.00 am	Development Control Forum
Wed 23	10.00 am	Joint Development Control Committee – Cambridge Fringes
Thu 24	7.30 pm	West/Central Area Committee

MARCH 2011

Wed 2	10.00 am	Joint Development Control – Cambridge Fringes Development Control Forum
Thu 3	7.30 pm	South Area Committee
Wed 9	9.30 am	Planning Committee
Wed 23	10.00 am	Joint Development Control Committee – Cambridge Fringes
Thur 24	6.30 pm	North Area Committee

Wed 30 10.00 am Joint Development Control – Cambridge Fringes Development Control Forum

APRIL 2011

Mon 4	2.00 pm	Cambridge Traffic Management Area Joint Committee
Wed 6	9.30 am	Planning Committee
Thur 14	7.00 pm	East Area Committee
Wed 20	10.00 am	Joint Development Control Committee – Cambridge Fringes
Wed 27	10.00 am	Joint Development Control – Cambridge Fringes Development Control Forum
Thur 28	7.30 pm	West/Central Area Committee

Cycle rides

The Cambridge group of the CTC continue to organise a full programme of rides throughout the winter months (weather permitting), with rides every Tuesday and Thursday and with two rides on Sundays. Rides are shorter to reflect the reduced hours of daylight. Note there are no Saturday morning rides in winter. See <http://site.ctc-cambridge.org.uk/search/label/ourridesprogramme> for details with links to the lists of forthcoming rides.

YOUR STREETS THIS MONTH



Riverside

Construction is well underway at the town end of Riverside and under Elizabeth Way bridge to build a wide promenade alongside and to stop cars travelling between Abbey Road and Riverside. By making that no longer a through route for cars, the blind corner at the bottom of Abbey Road will be much improved for cyclists (who will still be able to go round the corner as well as use an improved route onto Midsummer Common).

It was thought that if this is a success the idea of a promenade might be extended further along Riverside, but now no one has any money any more, who knows whether that will ever happen.

The Tins

The Tins – the path between Brookfields at the end of Mill Road and Cherry Hinton – is closed between the bridge at Brookfields and the Holiday Inn for the next 11 weeks while the improved cycleway is constructed.

This will be a combination of segregated and entirely separate cycleway between Brookfields and the railway bridge and a new 3 m-wide bridge over the stream. Unfortunately the railway bridge itself can't be changed, but we're expecting this to be a huge improvement overall. Cycle Cambridge expects that if housing development is proposed for the Cherry Hinton end they would then also be able to improve the section into the village but for now, it is just the section west of the railway.

The Busway

That's the official name for the guided bus route from Huntingdon to Trumpington (or thereabouts) which, according to Cambridgeshire County Council, will 'provide people with a reliable, fast and frequent bus service for getting to work and leisure activities in and around Cambridge and along the A14 corridor'. The Busway route and many more details are on the County's website at www.cambridgeshire.gov.uk/transport/thebusway/.

Alongside The Busway is a new path for walkers, cyclists and horse-riders enabling them to access the Cambridgeshire countryside and commute to and from work. The northern section of this is already well used by cyclists.

We think this new cycle/pedestrian route needs its own name – it's not The Busway as that's for guided buses. Suggestions please!

From Harston to Trumpington

By the time this issue gets to you, work will have begun to improve the current cycle link from Harston to Trumpington and further on to the the rail station, via the The Busway. Seven hundred metres

of it will be widened, while the stretch near the M11 will gain a new cycle path using the existing bridge so that in future cyclists do not have to tackle the main M11/A10 interchange. It is due to take 10 weeks to complete.

Cycle parking along The Busway

New covered and well-lit bicycle storage is being installed at most of the stops along The Busway track. According to the County Council website there will be spaces for 290 bicycles in total, at St Ives Park & Ride, Swavesey, Longstanton Park & Ride, Oakington, Histon and Orchard Park West.



One of the three newly installed cycle parking areas on St. Philips Road - the result of many years of campaigning work.