

March 24, 2003

Our ref: NB 03 001  
Your ref:

Jon Finney  
Environment & Transport Department  
Cambridgeshire County Council  
Castle Court, Shire Hall  
Castle Hill  
Cambridge CB3 0AP



**Cambridge Cycling Campaign**

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Dear Mr Finney,

### **Coldham's Lane pre-consultation**

Thank you very much for your letter asking for our views on the provision of cycle lanes on Coldham's Lane between Cromwell Road and Brook's Road. We greatly appreciate being consulted on this issue.

We have to start any response by stating that from the point of view of cyclists this section of road is not perceived as a particular problem. It is straight and reasonably wide and cars can overtake cyclists easily. The big problem for cyclists using Coldham's Lane is the big, fast and intimidating roundabout at the Brook's Road end and, to a lesser extent, the narrow lanes on the railway bridge and the smaller roundabout at the Beehive entrance. We would much prefer the council to devote its attention to the problems caused by the Brook's Road roundabout than to a relatively straightforward section of road.

You mention that this section of road has an accident problem, and imply that traffic speeds should be reduced. We have no problem with this, but the idea of cycle lanes being introduced as a traffic calming measure makes us nervous.

Our reaction to the proposed introduction of cycle lanes is that that must not make conditions worse for cyclists, and for us the main issue is how wide they are.

We share your concerns about the provision of cycle lanes alongside parking bays. We are also inclined to agree with the suggestion that the off-road residential parking bays here and on Huntingdon Road do not pose quite as much of a problem as the on-street short stay parking bays on Trumpington Road. However the parked cars remain a problem nevertheless.

Our main concern is that any cycle lanes are likely to be too narrow and force cyclists to ride closer to the kerb - and any drains, potholes and parked cars - than they currently do.

The short length of cycle lane on the approach to the Advanced Stop Line at the Cromwell Road junction gives an indication of the likely width of any new cycle lanes. This cycle lane is

1.15m wide. This is fine as an ASL approach lane (where the purpose is to allow cyclists to pass queuing traffic) but is much too narrow for Coldham's Lane as a whole.

In our view, any cycle lane along here must be 1.5m wide. This is the width of the cycle lanes on nearby Brooks Road and is described as an 'absolute minimum' in the draft Cambridgeshire design guide.

We would support the provision of 1.5m cycle lanes along here. We would object to the provision of lanes narrower than this.

So far as the relative merits of advisory and mandatory cycle lanes is concerned, we could prefer to see mandatory lanes. Advisory lanes have one advantage, however: because they do not technically reduce the width of the motor traffic lane they allow the cycle lane to be wider than it otherwise could be. We would therefore be happy to see 1.5m advisory lanes if this is the only way that cycle lanes of adequate width could be provided.

What is the maximum width of cycle lane that could be achieved along here? We very much hope that an adequate width will be possible and that we can support your scheme.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Nigel Deakin