

October 7, 2001

Our ref: L01019
Your ref:

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



Cambridge Cycling Campaign

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CC: Jemma Little

Dear Mr Clough,

Coldhams Lane Bridge

Thank you for the plan of the proposals for accessing the proposed bridge at Coldhams Lane.

I regret to say that we consider the proposed arrangements entirely inadequate.

As the plans stand, we think it is a huge waste of money building this bridge. We feel that hardly any of the points we made at the consultation meeting have been acted on. We think the current proposals are too hasty and will ruin what has the potential to be a big improvement for cyclists, and will instead make things worse.

1. Travelling away from the City, two sets of light controlled crossings form a major detour, an awkward manoeuvre and massive delay. We think few cyclists will be prepared to use this grossly inconvenient arrangement, and those that do should not have to put up with such a discriminatory scheme. Furthermore, out-bound cyclists who continue to use the road bridge will suffer significant harassment from motorists who think they should be using the new bridge.
2. The retention of the roundabout is a major flaw in the proposal. So long as cyclists have to contend with what is set to become an even busier and intimidating junction the bridge is going to cause problems, not solve them.
3. There is no need for in-bound cyclists to have to use yet more signals and the deviation indicated on the plan to get onto the bridge.

4. There is no provision at all for cyclists coming from the Beehive and the link to York Street to get onto the bridge without a right turn at the roundabout and then crossing back at the Toucan.
5. We see no evidence on the plan of the necessary widening of footways to accommodate cycle traffic at the ends of the bridge.
6. The cycle track on the bridge itself is too narrow.
7. The bridge supports are in the worst possible position, obstructing the largest of the spare arches on both sides of the railway. In the short term both would make excellent links for north-south cycle routes. In the longer term, surely these arches would make an idea route for various proposed public transport routes.

In summary we are unable to support the scheme as a whole while:

- there is no proper out-bound provision, either preferably as a new structure, or otherwise using the existing bridge (for example, a reconstructed footway)
- the roundabout at the Beehive remains.
- the arrangements for in-bound cyclists joining the bridge are so poor.

There seems little point in discussing the many other detailed design points we have considered or aspects further away from the bridge while we find the bridge approach proposals themselves so inadequate.

Yours sincerely,
on behalf of Cambridge Cycling Campaign,



David Earl