

CAMCYCLE



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Submission to the Cambridgeshire and Peterborough Combined Authority Transport and Infrastructure Committee

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Re: Proposals for Coldhams Lane roundabout

Camcycle is a volunteer-led charity with over 1,450 members that works for more, better and safer general-purpose cycling for all ages and abilities in the Cambridge region.

We are deeply disappointed by the proposals put forward in agenda item 2.5 appendix 1 and seriously concerned that these proposals completely fail to meet the stated project principles '(a) to improve safety for all road users' and '(b) to provide an improved environment for pedestrians / cyclists'.

All of the proposals squeeze pedestrians and cyclists into small, shared-use pavements on the edge of the scheme, similar to the terrible 1960s layout that exists today. Now more than ever we know the dangers of skimping on public space for walking and cycling, and these proposals do nothing to fix that fundamental problem.

All of the proposals have multiple lanes in the roundabout with high-speed entry and exit lanes, which means that they promote motor traffic speed at the expense of human safety, and that design decision is absolutely inappropriate and irresponsible in a built-up area where there are many people walking and cycling.

We ask:

(1) The county's hierarchy of provision is supposed to prioritise walking, cycling, public transport and then private transport last, with safety for each mode paramount. Yet, the proposed options give highest priority to motor traffic flow and put people walking and cycling at risk. Why has the hierarchy of provision been inverted in the options proposed in Appendix 1?

(2) All of the proposed options in Appendix 1 are unsuitable for the coming decades and should be scrapped. New options that meet the principles of the scheme should be drawn up. Will the Combined Authority commit to detailed engagement with various stakeholders including local councillors, the officers at the county cycling team, Camcycle and other relevant parties?

(3) If additional funding is needed in order to redesign this dangerous junction properly, then why haven't additional funds through the GCP or Section 106 agreements been pursued?