

## On Your Bike!

*How Cambridge Intends to Increase the Already High Levels of Cycling*

# CYCLE



# CAMBRIDGE

Cambridge has successfully bid to become a national “Cycling Demonstration Town”. Benefits are expected to range from softer measures such as better cycle training to major physical schemes.

The award will create record local investment in cycling and help to make it a more viable travel option – around £7.2 million will be invested in Cambridge and surrounding villages, including a new Cottenham to Histon cycle path with a review to link it onto Cambridge.

The Cottenham Village Design Group is hosting a talk by Mike Davies (Programme Manager for Cambridge Cycling Town at Cambridgeshire County Council) where the award will be discussed.

The event is free and open to all, although donations towards the cost of refreshments would be appreciated.

**7:30pm Wednesday 13<sup>th</sup> May  
Drama Room, CVC**

### May 2009

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### June 2009

M	T	W	T	F	S	S
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## Fen Edge Family Festival

Cottenham Village Design Group will be at this year's Fen Edge Family Festival. Visit our stall to discover more about the group, join us for a walking tour of some of Cottenham's historic houses and make sure you enter our festival competition.



**10am-5pm Saturday 20<sup>th</sup> June  
10am-5pm Sunday 21<sup>st</sup> June  
Culture Tent, Village Green**



### Le Corbusier in Liverpool

I returned to my home city with renewed pride three times in 2008, the year Liverpool was European Capital of Culture. The end of November brought a meeting of the Academy of Urbanism, rather grandly called an International Symposium on the 21<sup>st</sup> Century City.

Forget Berlin, Stephen Bayley had written in the Guardian. Never had so much effort, money and intelligence been committed to urban regeneration as in Liverpool. On top of EU Objective One funding for a number of prestige public buildings, Grosvenor had brought a billion pounds of private investment to Liverpool 1, a breath-taking refurbishment of the city centre.

In addition to two of the world's finest cathedrals, both twentieth-century edifices, Liverpool boasts three magnificent buildings on its waterfront: the Mersey Docks and Harbour Board, the Cunard Building, and the Liver Building, which is the largest concrete framed building in the world. (In fact the technique of steel-frame construction originated at Oriol Chambers in Liverpool and crossed the Atlantic to be taken up - quite literally - in the skyscrapers of Chicago and later Manhattan.)

In St George's Hall we have perhaps the freest neo-classical building in the country, where a few weeks earlier the Stirling Prize had been awarded to Accordia, a now deservedly much visited mixed housing development on Brooklands Avenue in Cambridge. King John granted Liverpool a city charter in 1207. Nothing much

happened until a group of daring young merchant adventurers, already in hock for their ships, raised £2000 to construct the world's first commercial wet dock in 1715, thereby launching one of the world's greatest ports, even leading Disraeli to describe Liverpool as the "second city of the British Empire."

The docks are now on the UNESCO list of world heritage sites. In fact a draft supplementary planning document for the Liverpool Maritime Mercantile City World Heritage Site is out for public consultation until 14<sup>th</sup> April 2009. See [http://www.liverpool.gov.uk/Environment/Planning/Local\\_Development\\_Framework/work\\_in\\_progress/World\\_Heritage\\_Site](http://www.liverpool.gov.uk/Environment/Planning/Local_Development_Framework/work_in_progress/World_Heritage_Site)

The first evening began with a private view of the RIBA exhibition on Le Corbusier, with models of signature projects such as Ronchamp chapel and the Unité d'Habitation in Marseille, as well as a recreation of Poème Électronique by Edgard Varèse in the Philips Pavilion designed with Iannis Xenakis for the 1958 Exposition Bruxelles. The exhibition is now at the Barbican in London until 24<sup>th</sup> May. Further details at <http://www.architecture.com/WhatsOn/Exhibitions/lecorbusier/exhibition.aspx>

That was the prelude to a captivating debate "Corb - Hero or Villain?", with David Lock of TCPA and Wayne Hemingway (characteristically combative and controversial) mounting the better case for his villainy and persuading about a dozen in the audience to

switch from their initial hero worship, though both before and after the debate the majority of us (by about three to two) regarded him in that light.

There was perhaps unanimous agreement that his individual buildings, such as the Villa Savoie, were much more successful than his schemes for complete cities. His most well-known quotation is "une auto est une machine pour rouler, un avion est une machine pour voler, et une maison est une machine à habiter!" So far so good. However, he went on to say "il faut tuer la rue corridor" and replace it with streets in the sky, a polemic blamed by detractors for all those tower blocks that have now been demolished. A photograph of Le Corbusier in the shower was later used to illustrate an "Emperor's New Clothes" argument.

You can watch the debate here [http://www.rudi.net/information\\_zone/multimedia](http://www.rudi.net/information_zone/multimedia) [warning - contains strong language!]

The cities we studied on the second day included Belfast, Berlin, Bilbao, Bremen, Bristol, Copenhagen, Leipzig, Malmö, Manchester, Newcastle-Gateshead, St Étienne, Sheffield and Torino.

"À propos d'urbanisme", to quote the title of a 1946 book by Le Corbusier, placemaking is an idea that first gained ground in the United States, and a Charter of the New Urbanism was adopted there in 1996. Those interested in learning more can check out <http://www.cnu.org/charter>.

*Tim Wotherspoon  
Committee member*





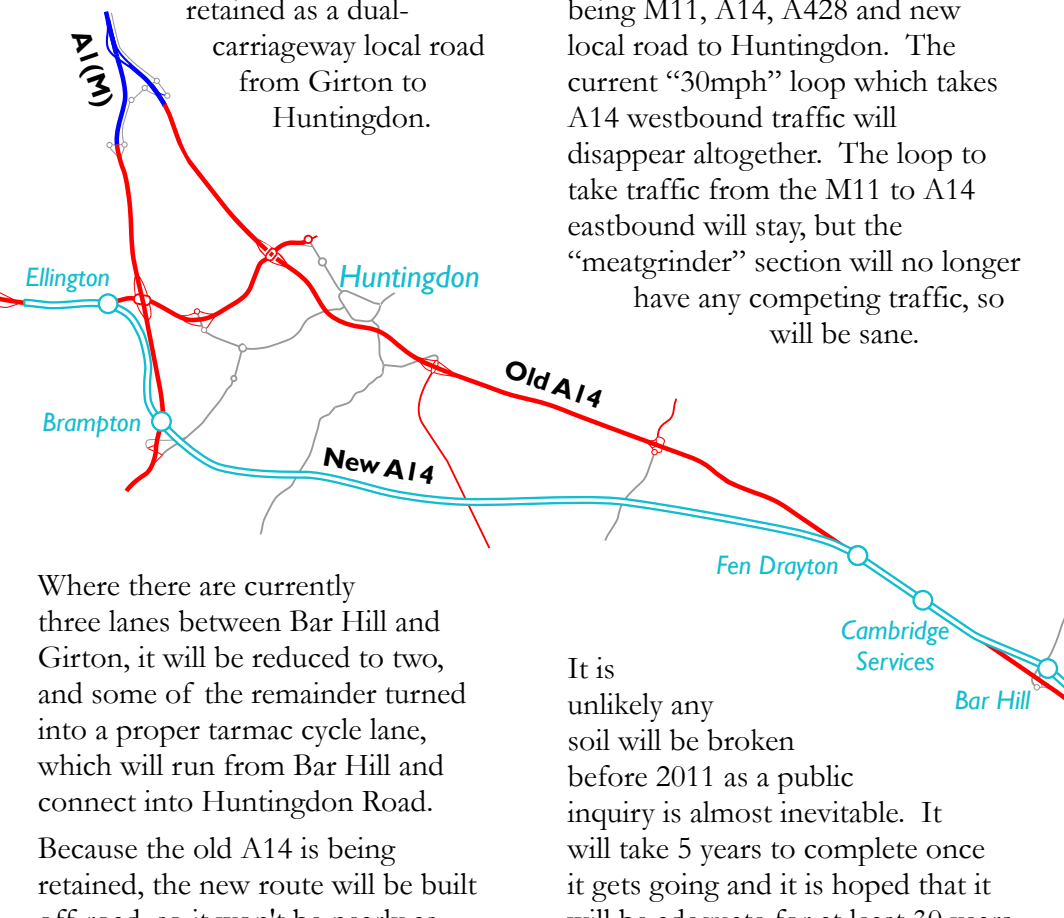


## Road to Salvation? The A14 Improvement Scheme

I went to the presentation about the A14 improvements on 26<sup>th</sup> February 2009 at Cottenham Village College and it was very interesting.

The new A14 will be a triple carriageway in each direction from Girton to Ellington. It will have fewer junctions than at present.

The old A14 will be retained as a dual-carriageway local road from Girton to Huntingdon.



Where there are currently three lanes between Bar Hill and Girton, it will be reduced to two, and some of the remainder turned into a proper tarmac cycle lane, which will run from Bar Hill and connect into Huntingdon Road.

Because the old A14 is being retained, the new route will be built off-road, so it won't be nearly as much of a roadworks nightmare as I had imagined.

From Girton to Fen Ditton, the road will be widened to three lanes in each direction, with the third lane going off/joining at each interchange. They will build a triple-carriageway to the north of the existing, then move all the traffic onto it and one lane of the old

carriageway, then build a new triple carriageway on top of the rest of the old carriageway. So again, most of the work is done off the road in use, so traffic impact is minimised.

The Girton interchange will be remodelled and will become a "select correct lane" affair when leaving Cambridge, with the options being M11, A14, A428 and new local road to Huntingdon. The current "30mph" loop which takes A14 westbound traffic will disappear altogether. The loop to take traffic from the M11 to A14 eastbound will stay, but the "meatgrinder" section will no longer have any competing traffic, so will be sane.

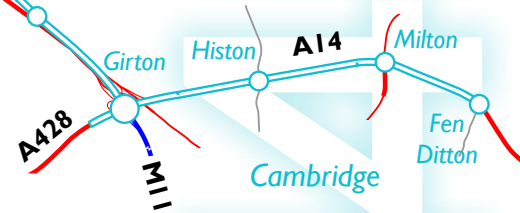
It is unlikely any soil will be broken before 2011 as a public inquiry is almost inevitable. It will take 5 years to complete once it gets going and it is hoped that it will be adequate for at least 30 years.

The sand and gravel is coming from pits alongside the new road, so will not be hauled along the roads at all. Road surfacing materials will be brought in by rail from the Midlands to the Chesterton railhead. £7M is to be spent on archaeology and wildlife will be relocated.

Only one house will be demolished; it is currently in the middle of the

Girton Interchange and has been owned by the Highways Agency for 15 years.

The information was presented by John Clarke, Public Liaison Officer with Costain Skanska. John moved to the area in the seventies and helped build the current A14 (then the A45) which gave a trunk route where there had previously been none at all (so the main route was through the centre of Cambridge, Newmarket, Bury St Edmunds, etc).



The design is being done by Atkins Plc at their Girton office, with staff who know and use the road daily.

All in all, it was an impressive and reassuring presentation.

*Julia Page  
Non-member*



## CVDG Committee 2009-2010

### Officers

Chair	Mike Smith ( <i>FECA nominee</i> )
Vice Chair	Patrick Clark
Secretary	Bill Miller
Treasurer	Bill Miller
Membership Secretary	Alan Leeks ( <i>CPC nominee</i> )
Planning Comments Coordinator	Steven Poole
Information Officer	Alex Darby

### Non-Officers

Alexander Thoukydides
Clare Le Brecht
Henry Le Brecht
John Williams
Matthew Bradney ( <i>CCC nominee</i> )
Nigel Bolitho
Robin Heydon
Timothy Wotherspoon ( <i>co-opted</i> )

## A Fresh Perspective on the Design Group

We moved here in November 2008 from Birmingham. The key things we wanted from the village we lived in were: convenience for work, transport links, amenities such as shops, and a community spirit. We think that Cottenham has all these things and a lot to offer us both for now and in the longer term – it's the sort of place we would like to stay and put down some roots.

We wanted to find out a bit more so we went along to one of the events held by CVDG. The event was a talk by Costain-Skanska, the construction company who are going to be responsible for the improvements to the A14. We found a friendly welcome from the members of CVDG when we arrived and decided to stay for the AGM which was held afterwards. After talking to the newly elected Chair, we found ourselves being voted onto the committee!

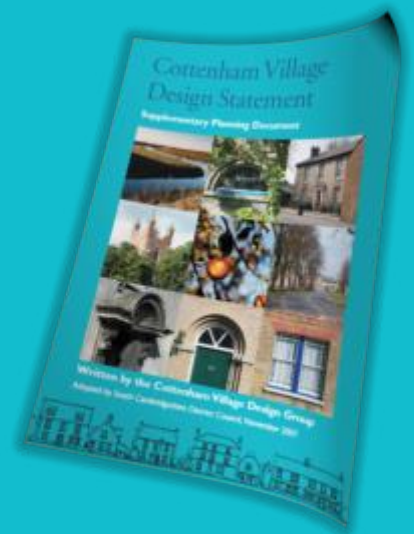
We both work as consultants in the planning/environmental sector so we can see the value of CVDG in guiding development to preserve the character of the village. CVDG provide Cottenham with an extra voice to comment on planning applications affecting the village. The comments they provide are objective, fair and always considered carefully in relation to the guidance provided in the Design Statement.

We are happy to be involved with the CVDG and would encourage people in the village to join and support this valuable group.

*Clare Le Brecht & Henry Le Brecht  
Committee members*



In the early weeks of living here we picked up our copy of the Fen Edge News and found that the village had a Design Statement and a group of dedicated volunteers forming the Cottenham Village Design Group (CVDG).



Email [membership@cvdg.org](mailto:membership@cvdg.org)  
Web [www.cvdg.org](http://www.cvdg.org)

