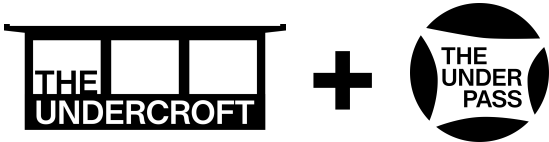


**THE ELIZABETH BRIDGE
UNDERCROFTS & UNDERPASS PROJECT
NON-DESIGNATED 70s HERITAGE SITE**





CENTRAL CAMBRIDGE, 1949.

The river and the Backs are on the left and the road called "the spine" in this report runs diagonally across the picture.

CAMBRIDGE PLANNING PROPOSALS

*A Report to the
Town and Country Planning Committee of the
Cambridgeshire County Council*

by

WILLIAM HOLFORD, M.A., F.R.I.B.A., M.T.P.I.
Professor of Town Planning in the University of London

and

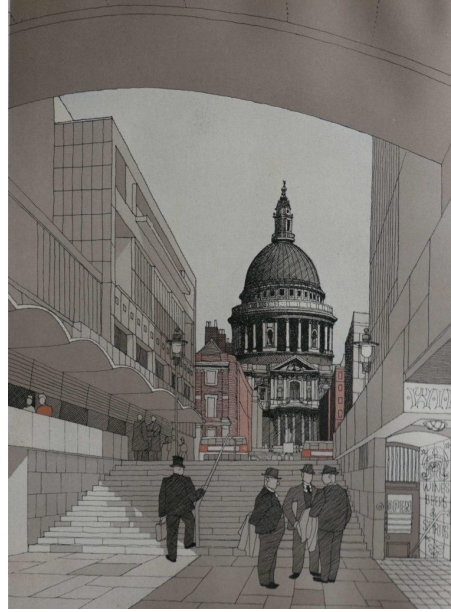
H. MYLES WRIGHT, M.A., A.R.I.B.A.

VOLUME 1

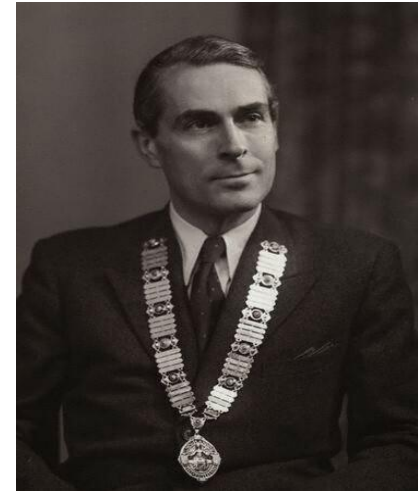
CAMBRIDGE
AT THE UNIVERSITY PRESS

1950

City-of-London-Holden Holford
unrealised proposal_the raised
Northern Boundary Route
proposed by the consultants



Lord William Graham Holford was more of a professional town planner than an architect. In 1948 he succeeded Patrick Abercrombie as professor of town planning at University College. Holford produced a redevelopment plan of the area around St Paul's Cathedral in London which had been devastated by bombing in the War, Paternoster Square. He also wrote a Report on the Destruction and Survival in the City of London including artist impressions for unrealised proposals.



INTRODUCTION

THOSE who are called upon to tamper with other people's houses need to approach their task with care and confidence. Proposals which may alter the physical pattern, the daily habits, and eventually the character of a town must above all else be careful and informed. Confidence is no less necessary if the proposals are to set in motion the complicated machinery of agreement and collaboration which is necessary to carry out the least part of them.

Especially is this true of Cambridge, which is more than a town, more even than the market for a county and the centre of a region. It is a University, and stands before the world as an exemplar of the collegiate system, with all the ideas and attitudes to life which that ancient system implies. Its modes of thought and life have for centuries been reflected in its ways of building, and many of these ways are special and valuable and can be applied with benefit to the planning of towns elsewhere. The Cambridge tradition is cherished by the present inhabitants, not merely as something to be preserved but to be continued. Planners who suggest improvements must therefore be certain either that change is inevitable or that clear advantage is to be gained from it. There is bound to be objection to changes that disturb historic associations or threaten the particular amenities which many different societies in Cambridge enjoy, and there will be serious opposition if it is to change without strong reason conditions of life and work and movement that do very well.

Of all this we have become increasingly conscious during our study of Cambridge and its neighbourhood in the past two years.

We have also become convinced that certain changes are inevitable and others should be avoided. It may be thought there is no urgency about plans for the future of a town that has suffered war damage, no unemployment and no major project for expansion, and it is true there is none of this kind. The need for thought about the future of Cambridge is occasioned by a number of fundamental things than these.

We believe Cambridge is moving quickly towards a new phase of its existence: a movement which will be none the less decisive for being unregarded by most of its citizens. Incomparably beautiful in many things, miserably defective in others, Cambridge is still one of the most pleasant places on earth in which to live. Moreover, it is now perhaps the only true "University town" in England. The question is whether it can control its own destiny in the face of a multitude of unplanned events that will certainly tend to change it. When these changes come, and even before they take place, can they be arranged to maintain and enhance the essential character and virtues of the town? This is the question we try to answer in this report to the County Council.

The County Council, as the Planning Authority, are due to submit to the Minister of Town and Country Planning, within the next two years, a Development Plan for Cambridgeshire. They have decided to prepare the Plan in two parts, of which the first, covering the town of Cambridge and neighbouring land and villages, is the subject of our proposals. The area with which the proposals are concerned is shown on Map 1 and contains at present about 104,000 inhabitants.

The growth and future size of Cambridge are in our belief the determining factors in any plan. In the past two years a great deal of information has been obtained about life in Cambridge, and

In 1950, Holden produced a report to the Town and Country planning committee of Cambridgeshire County Council. He describes Cambridge as a 'University town', one of the most pleasant places on earth in which to live, and asks questions if the town can maintain and enhance its essential character and virtues, in the face of a multitude of unplanned events to come.

Cambridge's population has grown by about 16 per cent. in eleven years and we believe that a rapid growth is likely to continue, and even to accelerate, unless special effort is made to prevent it. This effort seems to us both nationally and locally desirable. One cannot make a good expanding plan for Cambridge. If, however, the citizens of Cambridge decide that they are out for quality—to make the best possible town of 100,000 or even 125,000, and then stop—then we think there is every hope of making Cambridge something very fine, not only in the centre but in its suburbs, in East Road and along its approaches. Certainly if this decision cannot be taken and carried out in Cambridge, it cannot be carried out in other towns that have far less compelling reasons for their growth, and are able to summon far less influential aid if they decided to do so. There should be a resolute effort to slow down migration into the Cambridge district, and to reduce the high rate of growth so that future population should not greatly exceed present figures, is our first and main proposal and permeates all others. It is one that could only be executed by agreement among county, town, university and central government. And such agreement seems to us in the interest of all four.

If probability of rapid growth is the gravest problem in the planning of Cambridge the most urgent is that of traffic. However many new jobs may be offered in Cambridge, or however attractive it may be to retired people, a great shortage of houses will put a powerful brake on population growth for a decade or longer. No similar postponement of traffic difficulties can be relied on. More plentiful petrol or more new cars might cause acute congestion in the central area within a few years.

The central area of Cambridge, shown on Maps 3 and 12, is small and cramped within a ring of Colleges. Before the war, Colleges were still extending within it and when a commercial building was replaced it was usually by a higher one; and traffic pushed through with difficulty. Traffic has grown tenfold since 1911, but streets remain the same and their surplus capacity is now used up. During the war there was a fall in traffic volumes but now the number of vehicles on the roads has passed 1939 level and is once again climbing.

In the past, road improvements in Cambridge have been considered piecemeal. We determined that this mistake at any rate was one we would avoid, and we set out to see the traffic problem comprehensively, and to establish the existing relations between traffic and traffic flows of all kinds both in the centre of the town and on its approach roads. With the help of all those officially concerned with traffic, information has been collected which has enabled our proposals to be based on much fuller knowledge than has been available hitherto. This information is set out in the Appendix.

Our proposals rest on these two bases of a limit of size and a comprehensive road framework of scale with that size. They may be broadly summarised as follows:—

- (1) We outline a definite policy of controlling the physical spread of Cambridge and nearby villages, with the aim of maintaining their present general character while allowing for necessary changes and some general growth. Sites for housing and other new buildings have been chosen to encourage reasonably compact development, to keep the sequence of open spaces along the river and to prevent neighbouring villages becoming merged in the town.
- (2) We believe that bypasses far out from the town will not be justified in the near future. We propose that in the meantime through traffic should be led round the inner districts along two partially new routes.
- (3) We propose a relief road down the east side of the centre (the side where most people want to travel) which would connect at its south end with an improved cross-town route. In time the two roads would become the boundary of a precinct, containing the old town centre and preserving its market-town and pedestrian character and archi-

Holden proposes to ring fence Cambridge expansion to max 100-125,000 population

In the same report, he proposes a comprehensive new road framework, the scale of which was unprecedented in the history of Cambridge transport planning.

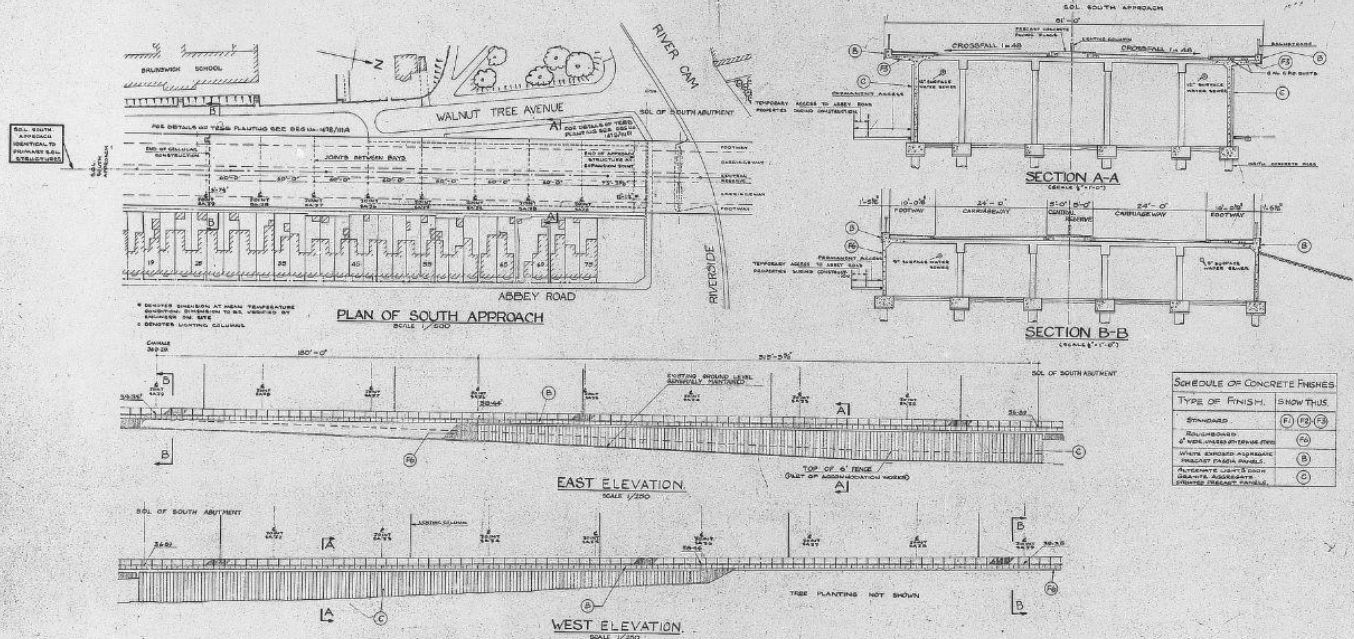
One of Holden's major implemented projects is the new bridge crossing the Cam, Chesterton bridge and related approach infrastructures, including the East Road Roundabout, constructed 1969











SCHEDULE OF CONCRETE FINISHES

TYPE OF FINISH	SHOW THIS
STANDARD	(A) (B) (C)
ROUGHENED	(A)
WET EXPOSED APPROACH	(B)
PRECAST PANELS BRIDGE	(C)
MATERIALS UNLESS OTHERWISE SPECIFIED	(D)

CONSTRUCTION PROCEDURE

- THE FOUNDATIONS, BRIDGE AND APPROACHES CONSTRUCTION ARE SHOWN BELOW AND IS INDICATED ONLY FOR THE CONSTRUCTION AND NOT FOR THE FINISHING WORK. THE FINISHING WORK IS TO BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS AND THE CONTRACT DOCUMENTS. THE FINISHING WORK IS TO BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS AND THE CONTRACT DOCUMENTS. THE FINISHING WORK IS TO BE COMPLETED BY THE CONTRACTOR IN ACCORDANCE WITH THE SPECIFICATIONS AND THE CONTRACT DOCUMENTS.
1. REMOVE TEMPORARY ACCESS TO BRIDGE OF ABBEY ROAD PROPERTIES, GRADE ETC.
 2. INSTALL AND TEST MONUMENTED TEST PILES.
 3. INSTALL WORKING PLATFORMS AND CONCRETE PIER CAPS AND GROUND SLABS.
 4. CONSTRUCT WALLS AND GROUNDING PROVISIONS TEMPORARILY BY CUTTING UP INDIVIDUAL WALLS UNDERSTANDING BRIGES AT THIS STAGE.
 5. CONSTRUCT BRIDGE SLABS IN SECTIONS OR FULLY BY BRIDGES AS SHOWN. (BRIDGE SUPPORT PROVISIONS AND SUPPORTS TO BE PLACED UNTIL THE BRIDGE OR ANY ONE SLAB HAS BEEN COMPLETED AND THE BRIDGE SUPPORTS TO BE PLACED TO THE BRIDGE'S APPROACH, ALLOW FOR THE TOLERANCES OF SETTLEMENTS IN BRIDGE OF BRIDGE SUPERSTRUCTURE).
 6. BRIDGE PRECAST PANELS, INSTALL SUPPORTED BRIDGE AND CONCRETE TO BRIDGE.
 7. CONCRETE BRIDGE SLABS, SUPPORTING RAILS AND GABRIEL CUT BRIDGE BRIDGES OPERATIONS, INSTALL ELECTRICAL INSTALLATIONS, INSTALL BALUSTRADES.

NOTES

1. LEVELS SHOWN ON ELEVATIONS ARE TO TOP OF PRECAST PANELS ELEVATION DIFFER ARE RELATIVE TO NEWLY CHAIN.
2. ALL DIMENSIONS SHOWN ARE UNLESS OTHERWISE SPECIFIED OR OTHERWISE NOTED.
3. SEE DETAILS OF BRIDGE CONSTRUCTION ON SHEET NO. 1071/102.

SOUTH APPROACH GENERAL ARRANGEMENT

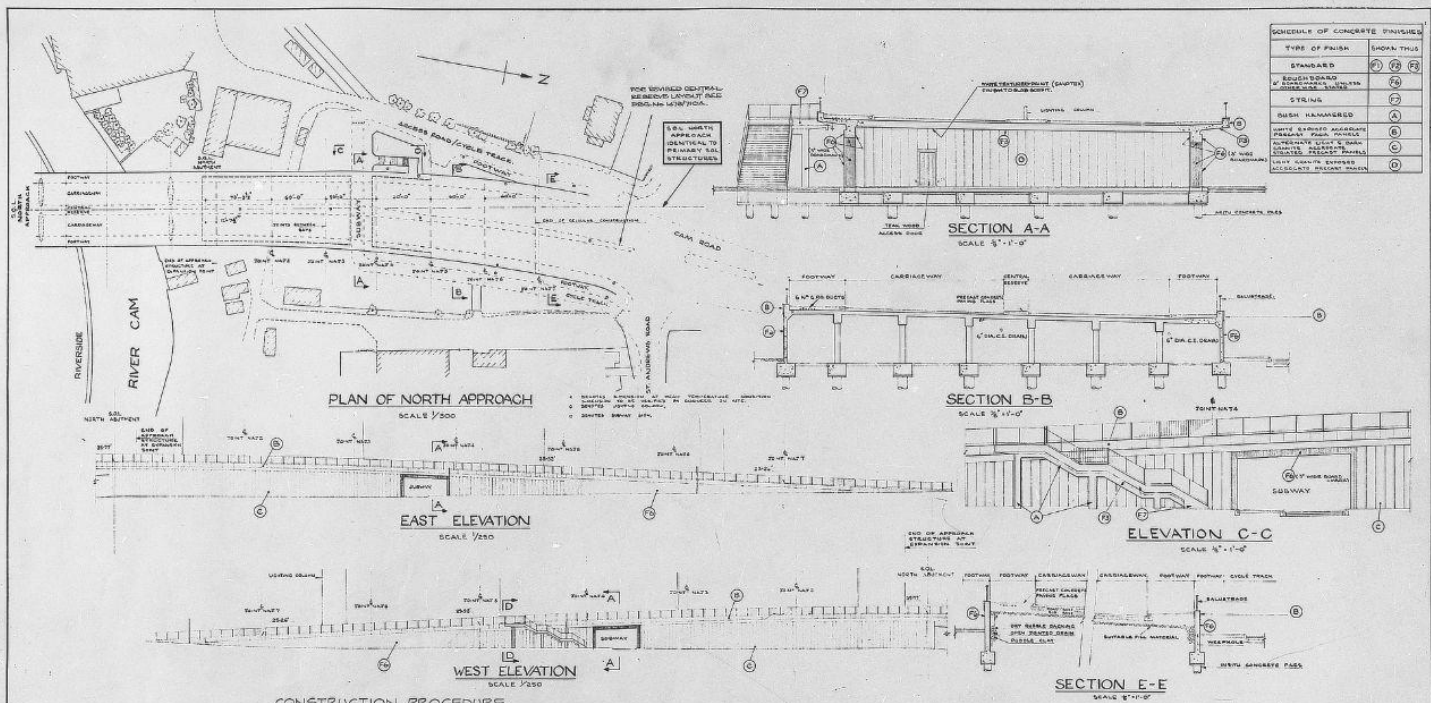
IPSWICH-WEEDON TRUNK ROAD
A.45

CHESTERTON BRIDGE & APPROACHES
CAMBRIDGE

STATIONING	ELEVATION	ROAD
0+00	100.00	MAIN

A0401B/41

MINISTRY OF TRANSPORT LONDON	DESIGNER LONDON	BRIDGE ARCHITECTS LIMITED LONDON
SCALE AS SHOWN	DRAWING NO. 1072/401 A	



SCHEDULE OF CONCRETE FINISHES	
TYPE OF FINISH	SHOW THIS
STANDARD	(1) (2)
ROUGHENED	(3)
STRILING	(4)
ROUGH HAMMERED	(5)
SMOOTH EXPOSED AGGREGATE FINISH	(6)
SMOOTH EXPOSED AGGREGATE FINISH WITH SAND	(7)
SMOOTH EXPOSED AGGREGATE FINISH WITH SAND AND STAIN	(8)
SMOOTH EXPOSED AGGREGATE FINISH WITH SAND AND STAIN AND POLISH	(9)

PLAN OF NORTH APPROACH
SCALE 1/2500

SECTION A-A
SCALE 1/10'-0"

SECTION B-B
SCALE 1/10'-0"

EAST ELEVATION
SCALE 1/250

ELEVATION C-C
SCALE 1/10'-0"

WEST ELEVATION
SCALE 1/250

SECTION E-E
SCALE 1/10'-0"

CONSTRUCTION PROCEDURE

THE FOUNDATIONAL CONDITIONS AND DIMENSIONS OF CONSTRUCTION ARE GIVEN BELOW AND IS ASSUMED THAT FOR THE CONTRACTOR'S CONVENIENCE WITHOUT AFFECTING HIS RESPONSIBILITY FOR TEMPORARY WORKS NECESSARY FOR THE PROGRESS OF THE WORKS, THE DIMENSIONS AND APPROACH, IN PART, BEING APPROXIMATE, SHALL BE CHECKED BY THE CONTRACTOR AT THE START AND AS NECESSARY CORRECTED BEFORE THE COMMENCEMENT OF THE WORKS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROGRESS OF THE WORKS AND FOR THE PROVISION OF ALL NECESSARY MATERIALS AND LABOR.

1. CONSTRUCT BRIDGE ABUTMENTS, PILES AND FOOTING TO DEPTH OF STRUCTURE, INCLUDING EXISTING VIBRATORY PILES, LEVEL TRACKS AND FOOTWAY AND NECESSARY PROTECTIVE TEMPORARY STRUCTURES AND NECESSARY GUARD RAILS.
2. INSTALL AND TEST DIMENSIONED TEST PILES.
3. INSTALL WORKING PILES AND CONSTRUCT PILE CAPS AND BRIDGE WALLS.
4. CONSTRUCT WALLS AND COLUMNS PROVIDING NECESSARY BRACING TO STAY BRIDGE WALLS AND COLUMNS AND BRACES AT THESE WALLS.
5. CONSTRUCT GIRDERS IN SECTIONS ORIGINALLY INTENTED CROSSING BY STEEL BRACING BETWEEN BRACES AND BRACES IN BRACES. THE WEIGHT OF ANY GIRDERS MAY HAVE BEEN COMPLETED BRASS AND OTHER BRACING PROVIDED IS CONSIDERED TO BE NECESSARY APPROVAL.
6. ERECT PRECAST FINISHES, INSTALL SUSPENSION BRACING AND CONDUCT TO SUB-STRUCTURE BRACING AND OUTRIGGERS, COMPLETE BRACING AND COMPLETE APPROVAL.
7. COMPLETE BALUSTRADE, SUPERSTRUCTURE PLATING AND CAREFULLY EXECUTE BRACING OPERATIONS, INSTALL ELECTRICAL INSTALLATIONS, INSTALL BALUSTRADES.

NOTES

1. LEVELS SHOWN ON ELEVATIONS ARE TO TOP OF PAVEMENT FINISH.
2. LEVELS ARE GIVEN RELATIVE TO ADJACENT CANAL.
3. ALL DIMENSIONS SHOWN ARE MEASURED HORIZONTALLY UNLESS OTHERWISE SPECIFIED.

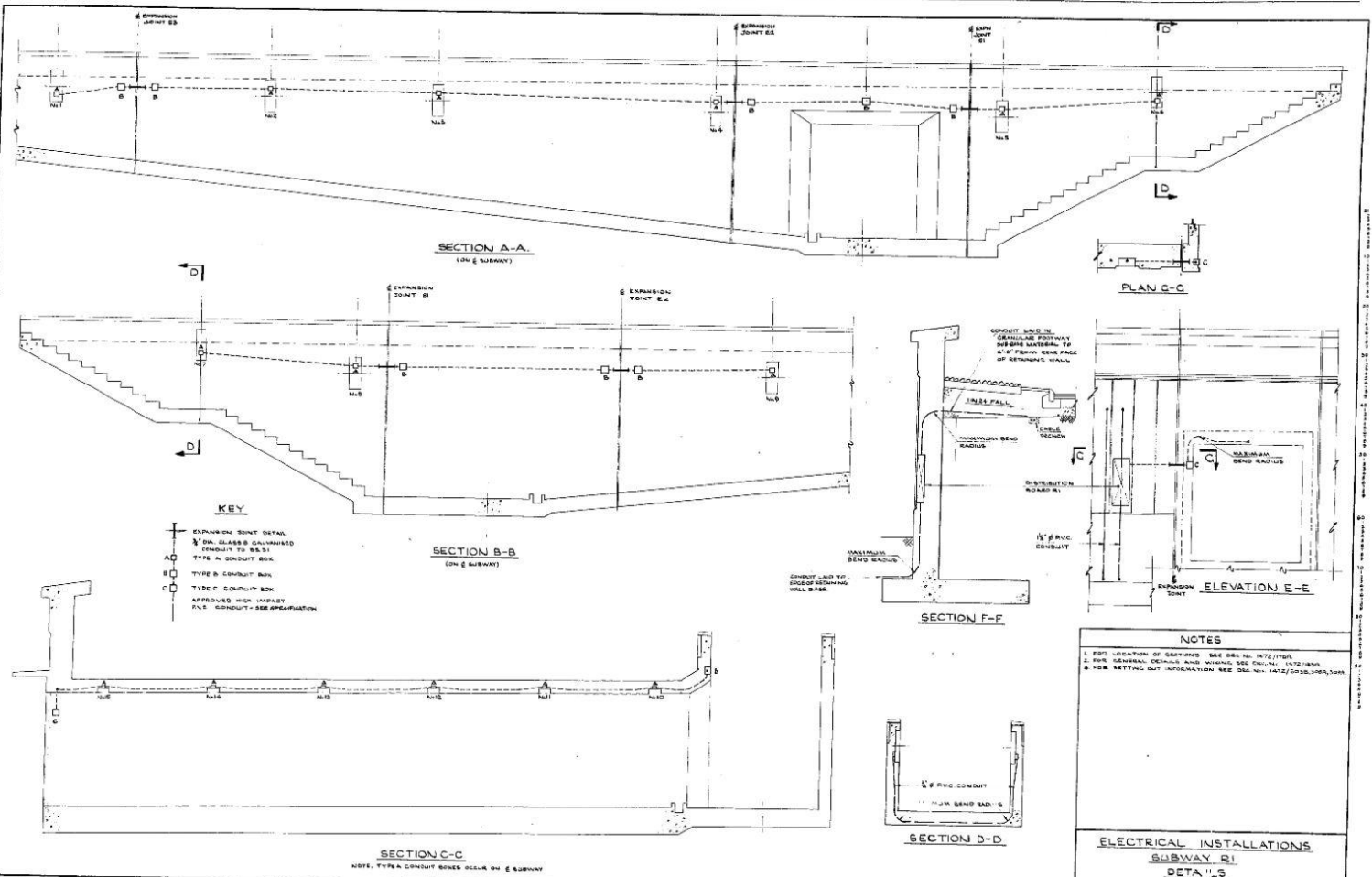
NORTH APPROACH
GENERAL ARRANGEMENT

IPSWICH - WEEDON TRUNK ROAD
A.45
CHESTERTON BRIDGE & APPROACHES
CAMBRIDGE

DATE	REVISION	BY
1969	1	...

A040/B/69

MINISTRY OF TRANSPORT LONDON	DESIGNED BY MORRIS	DRAWN BY MORRIS	SCALE AS SHOWN
BY TRAVEL HOUSE AND PARTNERS CONSULTING ENGINEERS, LONDON	DATE 1969	PROJECT NO. A45	DRAWING NO. 1472/501A



KEY

EXPANSION JOINT DETAIL
 3/4" DIA. GLASS BALL MOUNTED
 TENDON TO B.B. 31

A D TYPE A CONDUIT BOX
 B D TYPE B CONDUIT BOX
 C D TYPE C CONDUIT BOX
 APPROVED HIGH IMPACT
 PVC CONDUIT - SEE SPECIFICATION

NOTES

1. FOR LOCATION OF SERVICES SEE DETAIL 1472/178A
 2. FOR GENERAL DETAILS AND WORKING SEE DETAIL 1472/178A
 3. FOR SETTING OUT INFORMATION SEE DETAIL 1472/203B, 1472/179A

ELECTRICAL INSTALLATIONS
SUBWAY B1
DETAIL 11.5

IPSWICH - WEEDON TRUNK ROAD
 A45.

CHESTERTON BRIDGE & APPROACHES
 CAMBRIDGE

REVISED	BY	DATE	REVISION	BY	DATE

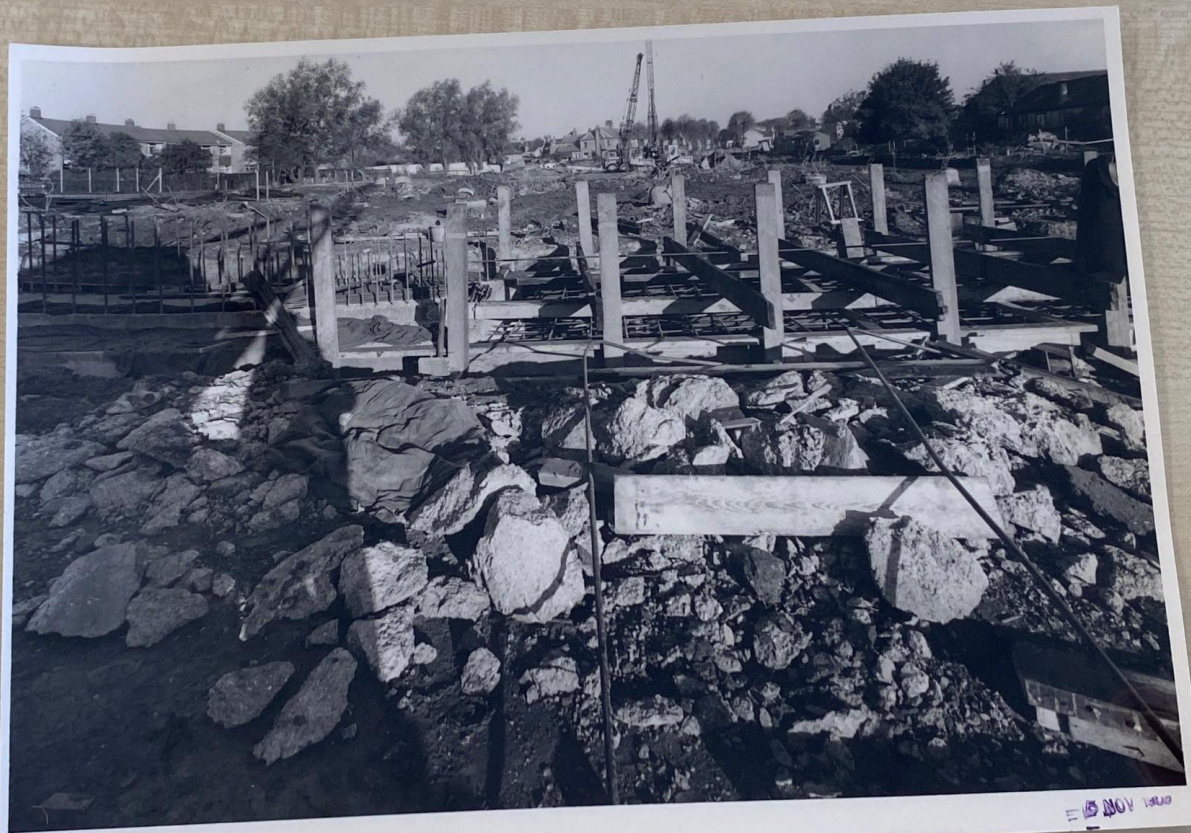
A04018/241

MINISTRY OF TRANSPORT LONDON	TENDER NO. 1472/179A	DATE OF TENDERS 14/11/54	SCALE 1/8" = 1' FOOT	DRAWING NO. 1472/179A
S. TRAVES, HORGAN AND PARTNERS CONSULTING ENGINEERS, LONDON.		DRAWN BY: [Signature]		

55069



55065



11 5000 10000

55067



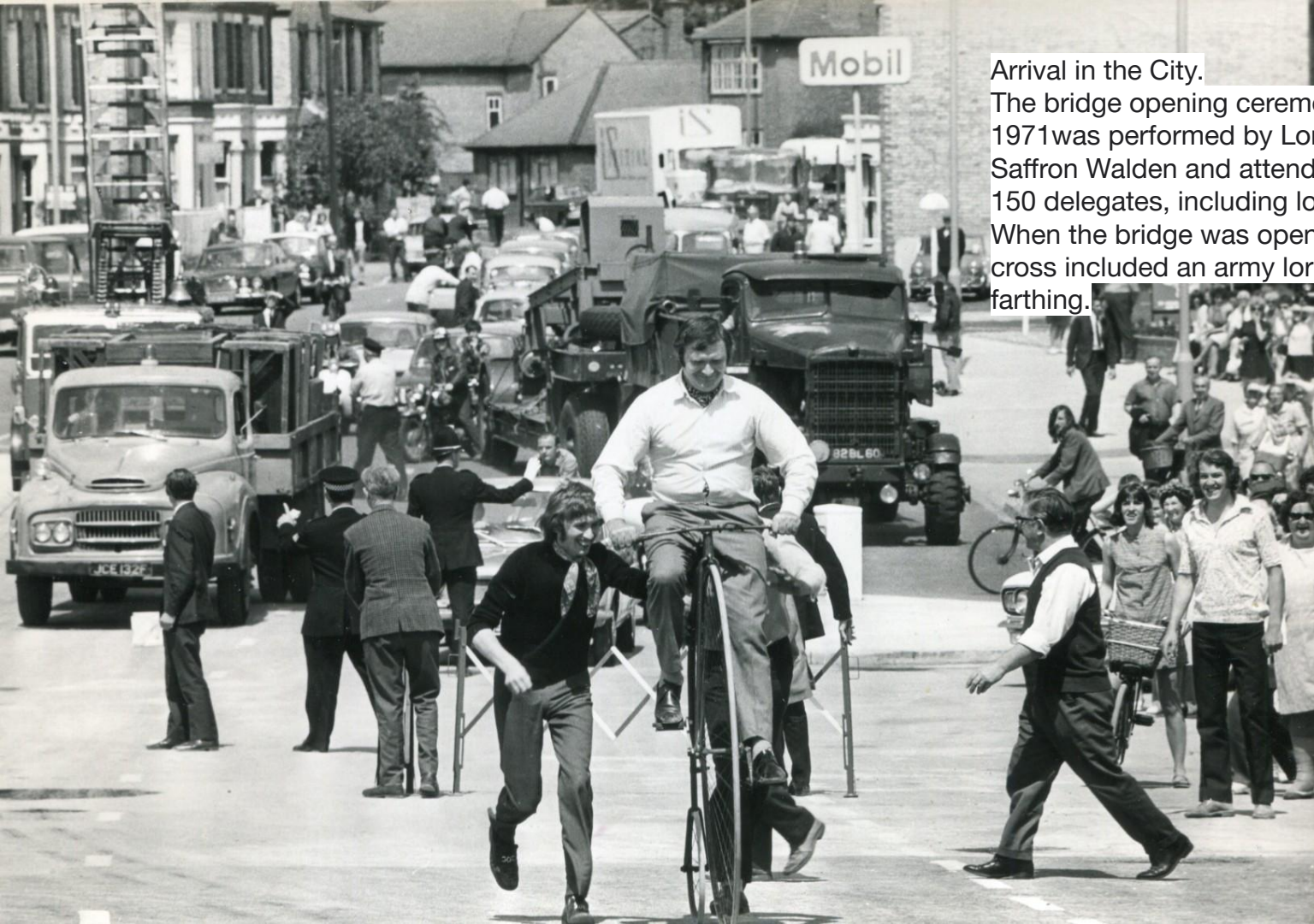
5 NOV 1969



B. E.
60566

The Elizabeth way bridge is one of the most impactful, intensive infrastructure development in Cambridge, requiring significant demolition and restructuring of the neighbourhood but also providing critical transport connectivity. It is a high-capacity road artery that has transformed traffic flow N/S, enabled suburban expansion, but also introduced significant environmental and social challenges to the local residential area





Arrival in the City.

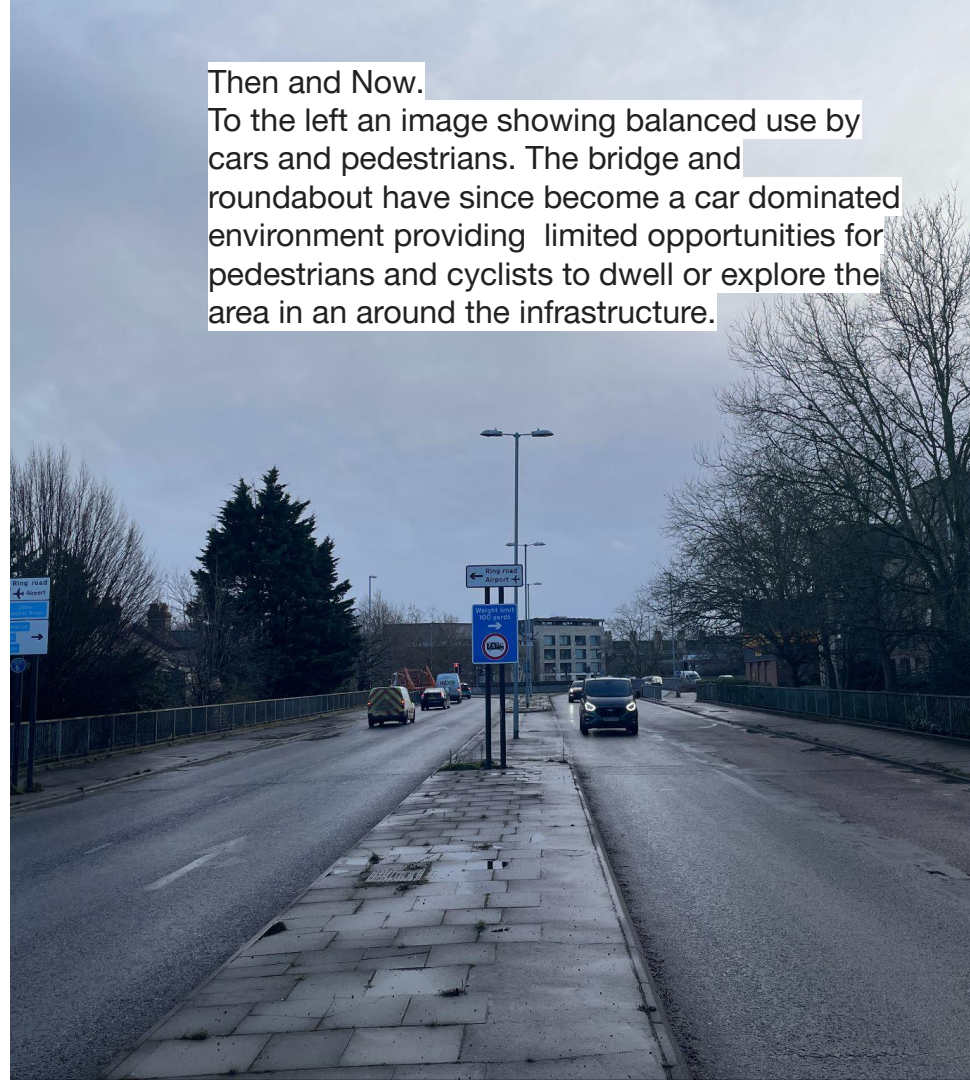
The bridge opening ceremony on 17th June 1971 was performed by Lord Rab Butler of Saffron Walden and attended by approximately 150 delegates, including local business owners. When the bridge was opened, the first traffic to cross included an army lorry and a penny farthing.





Then and Now.

To the left an image showing balanced use by cars and pedestrians. The bridge and roundabout have since become a car dominated environment providing limited opportunities for pedestrians and cyclists to dwell or explore the area in an around the infrastructure.





Then & Now online collection

Most recent developments are the addition of housing programme under the bridge (2005), and the GCP's intent to demolish and backfill the roundabout underpass (2023)



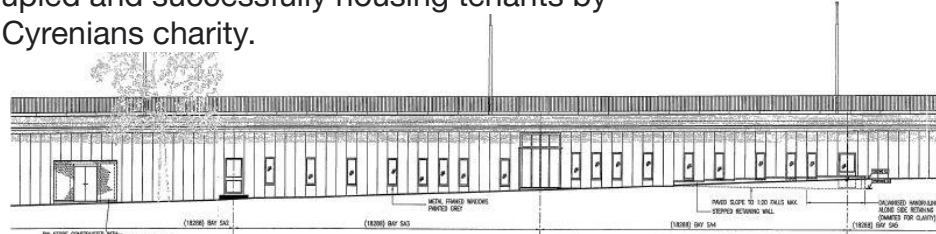
Cambridge
History
Then & Now
Historical photographs collection



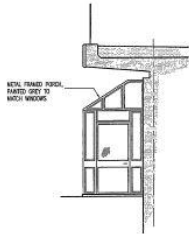
Cambridge
History
Then & Now
Historical photographs collection

2005 addition of a housing block within the bridge undercroft. This is currently occupied and successfully housing tenants by the Cyrenians charity.

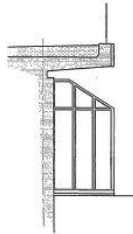
FOR PROPOSED CYCLE PARKING - REFER TO DRG 013



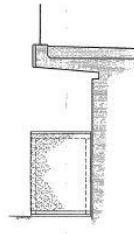
ELEVATION ON WEST WALL
SCALE 1:500



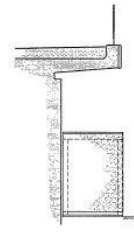
NORTH ELEVATION-ENTRANCE
SCALE 1:50



SOUTH ELEVATION-ENTRANCE
SCALE 1:50



NORTH ELEVATION-BIN STORE
SCALE 1:50



SOUTH ELEVATION-BIN STORE
SCALE 1:50

DO NOT SCALE

NOTES

1. SEE IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S, ENGINEER'S & SPECIALIST DRAWINGS & SPECIFICATIONS.

REF	DESCRIPTION	AC	AP	APR	AS
01	MAP TO A101 ENTRANCE ANNEXED	AC	APR	APR	AS
02	ENTRANCE AND BIN STORE REVISIONS TO COMPLETION	AC	APR	APR	AS
03	WINDOWS FINISHED	AC	APR	APR	AS
04	DOOR FINISHES REVISIONS	AC	APR	APR	AS
05	BRICK ANCHORAGES	AC	APR	APR	AS
06	ENTRANCE REVISIONS	AC	APR	APR	AS
07	ENTRANCE CAPACITY ADVISED	AC	APR	APR	AS
08	FINISHED LEVELS AND WINDOW HEIGHTS ADVISED	AC	APR	APR	AS

Rev	Description	By	Date	Check	Appr
01					

ATKINS Design Environment & Engineering
 Neil French, Court
 Nelson Road
 Cardiff, CF1 1NL
 www.atkins.co.uk

Client: **DAWE CHARITABLE TRUST**

Project: **SAFE HOUSE ELIZABETH WAY BRIDGE**

Site: **PROPOSED ELEVATIONS**

Origin	Scale	Drawn	Checked	Author	Drawn	Checked	Author
1/100	AC	02/08	02/08	02/08	02/08	02/08	02/08

Sheet: **P** Drawing Number: **02/1054/CAMS/007** Rev: **P8**

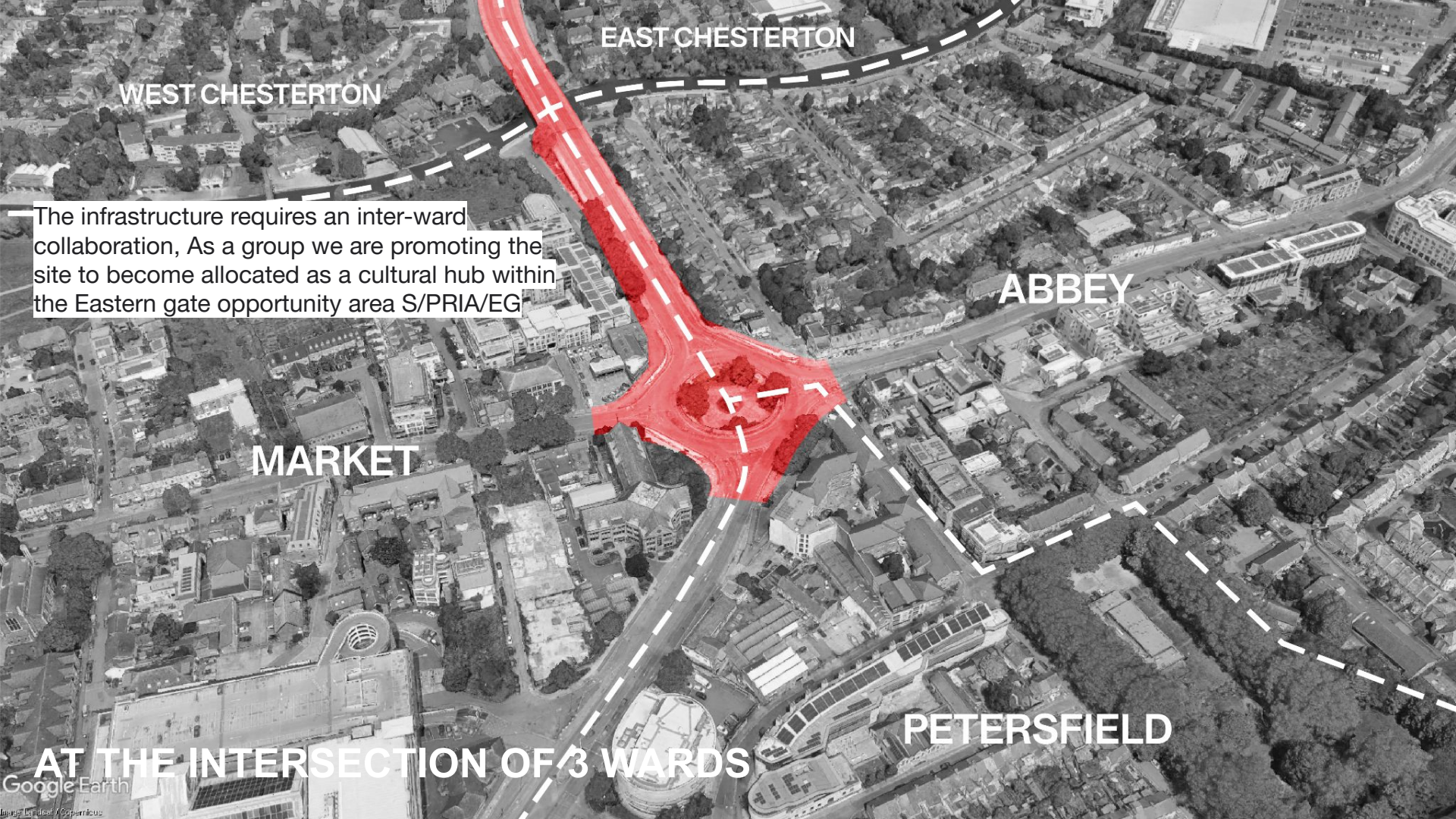


A1

Sheet
 Drawing Number
02/1054/CAMS/007
 Rev
P8

Project
 Drawing
 Date
 08-03-11

Approved by: Neil French, Atk



EAST CHESTERTON

WEST CHESTERTON

The infrastructure requires an inter-ward collaboration, As a group we are promoting the site to become allocated as a cultural hub within the Eastern gate opportunity area S/PRIA/EG

ABBEY

MARKET

PETERSFIELD

AT THE INTERSECTION OF 3 WARDS