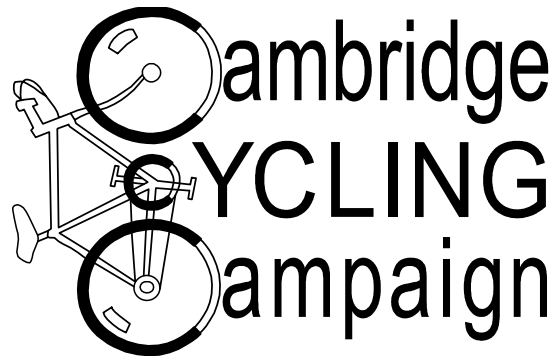


April 6, 2006

Our ref: P06 009  
Your ref:

Graham Lowe  
Engineering Manager  
Cambridge Operations Team  
Highways and Access  
Office of Environment & Community  
Services  
Cambridgeshire County Council  
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**Cambridge Cycling Campaign**

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Dear Mr Lowe,

**The City of Cambridge Area A (Consolidation) Order 1993  
(Amendment No. 147) Order 2006**

We write in strong support of this Order.

We strongly believe that relaxing the one-way traffic regulation orders in the areas listed (namely Brookside, Panton Street, Willis Road, Mackenzie Road, Covent Garden, Mawson Road and Kingston Street) will considerably improve the permeability of these areas for cyclists.

Such permeability is entirely in line with the latest recommendations by the government in their draft Local Transport Notes 2004. Permitting contraflow cycling in one-way streets can have great benefits for cyclists. As well as reducing trip lengths, this provision helps to make cycling a more convenient and attractive mode, and may increase safety by reducing the need for use of more heavily trafficked main roads.

Panton Street

We are particularly keen to see Panton Street opened up for two-way cycling. The present restriction represents a considerable barrier for legal entry into the Newtown area by cyclists who currently may have to make complicated and hazardous detours. We believe that such an improvement, which would greatly benefit residents and school students, should outweigh concerns over traffic capacity in Newtown. Motorists can more easily use alternative routes than can cyclists. Opening up the route offers the potential for increasing cycling's modal share in the area. And, most importantly, encouragement of cycling and cyclist safety should be valued more highly than relatively minor delays to motorists.

### Brookside

We have read the Stage 2a Safety Audit on these proposals and note that the audit team recommend that two-way cycling should not be permitted in just one of these streets, namely Brookside. Their grounds are that this street “is extremely narrow with parking on the eastern side” and “The audit team do not feel that it is safe to have cyclists going against the flow along this length.” We do not accept this argument and urge that the proposal to legalise two-way cycling in Brookside should be accepted.

In our opinion the audit team should have taken account of Cambridge streets which are equally narrow and in which two-way cycling operates successfully. Brookside is 4.9 metres wide. Hobson Street, which carries far more traffic than Brookside, is for part of its length exactly the same width.

There are also plenty of examples of Cambridge culs-de-sac which are as narrow or narrower than Brookside which have parking along one side and which permit not just two-way cycling but two-way motor vehicle traffic as well. For example Derby Road (a turning off Cherry Hinton Road) is much narrower (only 3.9m-4m wide) with parking along one side and quite a lot of vehicle movements, including many cycle movements. Vehicles travel slowly and give way to each other. Regular cycle users report that they have never seen any instance of conflict. Regent Terrace is a better example because it lies on a primary cycle route and carries very heavy two-way cycle traffic in combination with light two-way motor vehicle traffic. At 4.9 metres its width is identical to Brookside (and like Brookside lies alongside an attractive green vista). Again vehicles travel slowly and give way to each other.

Observation indicates that the problem in Brookside is that it is used as a cut-through (rat run). By far the majority of motor vehicles using this narrow street are not stopping there. Nor is it a necessary vehicle access for neighbouring streets. Its use as a cut-through could be largely eliminated by appropriate traffic calming which would slow down the traffic and make conditions much more like those in Regent Terrace.

We consider that Brookside could and should be a useful route to enable local school students and also cyclists going to and from Trumpington and the new southern fringe developments to avoid the Royal Cambridge Hotel junction with its high figures for cycle accidents. It is not, and could not be, a substitute for Panton Street, but is a significant candidate for two-way cycling in its own right. We consider that residents, cyclists and walkers would all benefit from motor vehicle reduction and encouragement of walking and cycling along this particularly attractive street.

### Kingston Street

We would also like to comment briefly on Kingston Street. We receive frequent complaints from cyclists about the restriction on two-way cycling in this street which forms a natural part of the route through Petersfield. Two-way cycling would enable cyclists to avoid a particularly hazardous stretch of Mill Road. We disagree with the suggestion that allowing cyclists to travel in a contraflow direction along Kingston Street would be dangerous for themselves or others. Many cyclists do so already (illegally) without significant problems. The alternative of Mill Road is far more dangerous.

Concluding Points

We hope the changes will be implemented relatively quickly. We have in the past expressed concern about the slow progress made in implementing changes agreed through the TRO process for such streets.

We trust that this TRO will be followed by further proposals to exempt cyclists from one-way restrictions.

In the longer term we wish to see a policy presumption compliant with the position taken by the government that: "Cyclists should be exempted from ... one-way orders ... unless there are overriding safety considerations that cannot be resolved" (Section 4.2.8, LTN2/04<sup>1</sup>).

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

James Woodburn

Copies to: D.George, S.Parsons, J.Finney, P.Joyce (Cambridgeshire County Council)  
C.Rankin (Cambridge City Council)

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<sup>1</sup> [http://www.dft.gov.uk/stellent/groups/dft\\_localtrans/documents/page/dft\\_localtrans\\_028706-04.hcsp](http://www.dft.gov.uk/stellent/groups/dft_localtrans/documents/page/dft_localtrans_028706-04.hcsp)