

November 13, 2008

Our ref: C 09 001  
Your ref:

Charlotte Jackson  
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Cambridge City Council

Cc: Cycling and Walking Officers  
Cllr Jennifer Liddle  
Nigel Bringham, Sustrans



### Cambridge Cycling Campaign

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Dear Ms Jackson,

### Penny Ferry, The Haling Way

Thank you for the revised plans which you sent us on 3<sup>rd</sup> November. I apologise that we were unable to respond by 5<sup>th</sup> November.

Our committee has now had a chance to consider the plans, following the on-site meeting a few weeks ago which our representative Jim Chisholm attended. Several regular users of the path have expressed views, which are incorporated into this letter.

The revised plans are certainly in our view an improvement on the current situation. However, we feel it rather disappointing that more than £20,000 is to be spent on modifications that still contain unnecessary and avoidable compromise, especially in a city which now has Cycling Demonstration Town status.

The key problems are a (still) non-ideal entry to the path, and the lack of cycle parking.

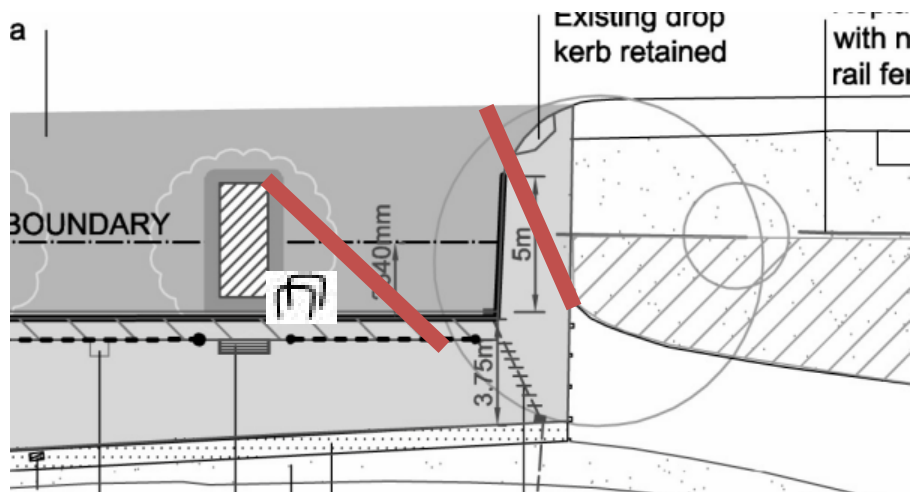
The current plans result in a dog-leg manoeuvre that will create unnecessary conflict with walkers using the path.

The simple way to resolve the problems is by removing one of the four parking bay areas, namely the one nearest to the entry to the path (rightmost in your diagram).

This would mean that the natural diagonal desire line into the path is catered for (see photo), and would make the start of the towpath cycle route look more attractive.



*Image showing the natural desire line for entry to the path, currently blocked by the end car parking bay. Removing that final bay would avoid the need to route cyclists round the back, creating conflict with walkers.*



*The thick lines demarcate where the natural entrance to the route would be. Cycle parking could then be installed in the location noted.*

We cannot accept the argument that this would lead to safety problems with regards to cars backing out of the third bay. Such reversals are an entirely common manoeuvre on many streets around Cambridge.

If there is then an argument about the loss of parking, we would point out that there is currently an inequitable situation which the new plans fail to deal with: the complete lack of cycle parking, which is just as important. The corner of the removed bay would create space for this cycle parking, also resolving this problem.

We hope that the plans can be corrected to remove this bay and create a more welcome entry point.

In correspondence to us, Nigel Brigham of Sustrans said on 10<sup>th</sup> November: "I hope we have not missed anything - ideally there would be no car parking there and a great link on to the towpath, but that was probably not an option." We see no reason why it should not be an option, and agree with Mr Brigham's statement that a better arrangement, along the lines of what we propose, could be achieved.

In closing, we would welcome earlier consultation in future on these kinds of plans. A webpage that we have come across, posted by a member of the public in June<sup>1</sup>, makes clear that we had not been consulted on these plans at suitably early stage. We would then have been able to make these points earlier so they could have been worked into the design more easily.

Yours sincerely,  
on behalf of Cambridge Cycling Campaign,

Martin Lucas-Smith  
Co-ordinator

<sup>1</sup> <http://www.raylor.co.uk/penny-ferry-june-2008.html>