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<b>Report by:</b>	Head of Policy and Projects	
<b>To:</b>	North Area Committee	11 December 2008
<b>Wards:</b>	Arbury, East Chesterton, King's Hedges, West Chesterton	

<b>Environmental Improvements Programme</b>
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**1. DECISION TO BE MADE: -**

***Penny Ferry, The Haling Way***

***Recommendation:*** Officers recommend approval of the design amendments to include the items listed at an additional cost of £24,300 bringing the total to £69,800.

***Decision to be made:*** To approve the design amendments and a total cost of £69,800.

**2 BUDGET**

See over.

<b>NORTH AREA COMMITTEE - ENVIRONMENTAL IMPROVEMENT PROJECTS 2008/2009</b>		
	<b>£</b>	<b>£</b>
Budget for 2008/2009 financial year	£124,070	
Add roll-over from 2007/2008 budget	£148,030	
<b>TOTAL BUDGET FOR 2008/2009 FINANCIAL YEAR</b>		<b>£272,100</b>
<b>Minus Actual 08/09 Budget Spend to end October</b>		<b>-£11,725</b>
<b>Committed Projects</b>	<b>Estimated Reserved Cost £</b>	
Haling Way, Chesterton	£45,500	
Campkin Road traffic island alteration and replanting	£3,500	
<b>Minus Committed project budgets</b>		<b>-£49,000</b>
<b>BALANCE OF 08/09 BUDGET as at end October 2008</b>		<b>£211,375</b>
<b>Projects agreed by Ctte to be investigated, but no budget committed. Costs shown are estimated and will depend on detailed design and site investigation</b>	<b>Estimated Cost £</b>	
The Ship Pub car park recycling area	£3,000	
Trafalgar Street/Victoria Avenue pavement bollards	£2,000	
<b>Estimated allowance for projects under investigation</b>	<b>£5,000</b>	
<b>Deferred Projects</b>		
Campkin Road shop forecourts	£75,000	
Edgecombe Flats landscaped planting and new seats	£5,000	
Hawkins Road/Downham's Lane railing repairs	£2,500	
Footpath next to St Lawrence's School knee rails	£2,500	
Nun's Way parking areas surface refurbishment	£15,000	
Chesterton High Street shop forecourts	£16,165	
Arbury Road/Milton Road shop forecourts	£180,000	
St Albans Recreation Ground lighting (7 lights)	£14,000	
Campkin Road verge parking	£45,000	
Windsor Road/Histon Road shop forecourts	£150,000	
Stretton Avenue/Akeman Street planter and planting refurbishment	£20,000	
Arbury Road tree and hedge works	£10,000	
<b>Estimated allowance for deferred projects</b>	<b>£540,165</b>	
<b>N.B.</b> The estimated costs shown above are merely given as a rough guide until the projects can be designed and costed.		

### **3. APPROVED SCHEMES : PROGRESS**

#### **3.1 Campkin Road shop forecourts(Cllr Pitt)**

The draft proposals are being progress with the inclusion of the drainage layout. It is intended that public consultation can take place early in the new year.

#### **3.2 Shrub Island, Campkin Road (Cllr Pitt)**

The planting island has been lessened in height and the area topsoiled. A top up of topsoil together with the planting will take place week ending 21 November 2008.

#### **3.2 Milton Road/Ramsden Square junction verge damage (Cllr Pitt)**

Complete.

#### **3.3 Trafalgar Street/Victoria Avenue junction bollards (Cllr. Nimmo-Smith)**

Area to be assessed and proposals to be put forward.

#### **3.4 The Ship Public House recycling centre (Cllr. McGovern)**

The proposals for the refurbishment of the recycling centre within The Ship public house car park are delayed as it will be necessary to enter into a legal licence with the landowner (the brewery) regarding the use of the land. It may be preferable to find an alternative location for the facility.

### **4 EXISTING SCHEMES REQUIRING DECISIONS**

#### **4.1 Penny Ferry, The Haling Way (Cllr. Liddle)**

We have received amended comments from the Cambridge Cycling Campaign and Sustrans on the proposals and append them to the report. The proposals may require the proposals to be amended in light of the comments.

The Cambridge Cycling Campaign would prefer to see the omission of the three parking bays furthest from the Penny Ferry PH and the inclusion, at that point, of a flush kerb and cycle racks. Their proposal would allow direct movement for cycles from the Haling Way on to Water Street. However, officers have always resisted this idea because it would allow cycles to pass immediately behind reversing cars. It would also remove part of a very well used parking/amenity facility.

The proposal to include the flush kerb and allow direct movement for cycles behind parked cars would not be recommended, but the design could be altered to include cycle parking by omitted one parking bay nearest to the public house and installing them at that point.

The budget would be increased due to the recent requested amendments. The amendments include the following:

- Addition of a field gate in the fencing and a drop kerb near the bus stop for access of the Conservators of the River Cam.
- Additional piece of pavement and cycle racks near to the Penny Ferry PH and an additional drop kerb.
- Additional pavement and new kerbing to increase the pavement width to the south of the parking.
- The addition of a new rail to deter the tipping of vehicles into the river.

**Recommendation:** Officers recommend approval of the design amendments to include the items listed above at an additional cost of £24,300 bringing the total to £69,800.

**Decision to be made:** To approve the design amendments and a total cost of £69,800.

## 5. BACKGROUND PAPERS

None.

## 6. IMPLICATIONS

- a) **Staffing Implications:** Staff resources will result in only a limited amount of progress on Environmental Improvement projects in the near future.
- b) **Equal Opportunities Implications:** These are taken into account on individual schemes.
- c) **Environmental Implications:** All of the projects seek to bring about an improvement in the local environment.
- d) **Community Safety:** This has been included as one of the assessment criteria agreed by Committee and is considered on each project.

## 7. INSPECTION OF PAPERS

To inspect or query the background paperwork or report, please contact,  
Dinah Foley-Norman, Principal Landscape Architect  
**Telephone:** 01223 - 457134  
**Email:** Dinah.foley-norman@cambridge.gov.uk

### **APPENDIX 1 : EMAILED EXCHANGE OF COMMENTS ON HALING WAY PROPOSALS from THE CAMBRIDGE CYCLING CAMPAIGN (the text in italics are comments made by the Engineering Projects Officer)**

**From:** Cambridge Cycling Campaign - Martin Lucas-Smith <contact@camcycle.org.uk>  
**To:** John Isherwood <John.Isherwood@cambridge.gov.uk>  
**CC:** Cambridge Cycling Campaign <contact@camcycle.org.uk>, Charlotte Jackson ...  
**Date:** 14/11/2008 17:57  
**Subject:** Re: 13/11/08 : Penny Ferry / Haling Way path

On Thu, 13 Nov 2008, John Isherwood wrote:

> *Dear Mr. Lucas-Smith,*  
>  
> *Thank you for your letter of today's date, the contents of which are*  
> *noted.*  
>  
> *I would point out that we have previously had indications from both*  
> *Jim Chisholm and Sustrans that they were largely content with our*  
> *proposals.*

Since the on-site visit, we have had a chance to discuss this more widely with our new Committee, several of whom are also regular users, and there was a greater consensus that the proposals as they stand would represent a lost opportunity, and that the lack of earlier consultation has lead to a design which could still easily be fixed if there is the will to do so.

I would draw your attention to Sustrans' correspondence to us, which I quoted in the letter. I believe they phoned up to discuss the matter with an officer, and were told that the car parking removal was not possible for some reason. We ourselves see no clear justification for this to

result in an unnecessarily compromised entrance, especially if £20,000+ is about to be spent.

We hope that the City Council will create the opportunity for a lot of good will to create a redesigned area that everyone can support, rather than retain a compromised version that retains problems.

*> I cannot agree that the danger to cyclists of vehicles reversing into  
> them can be so easily dismissed. Certainly that can happen at the  
moment, but our design would largely preclude this and provide a safer  
alternative.*

Exactly the same manoeuvre exists all around Cambridge in many cases, for instance driveways on shared use paths, some of which I presume you will have worked on in the past yourself.

The obvious solution, would be to angle the parking in the same direction - would you foresee any problem with that?

The supposedly safer alternative which you propose involves zigzagging with a plunge into the river if the wheel slips on the unmetalled towpath.

*> Our other major concern relating to your alternative proposals, apart  
> from a significant reduction in what can be a heavily used parking  
> facility*

One of our Committee lived for a while on Anglers Way and has stated that there is plenty of available space for parking all around the local residential streets, and that the situation has not changed since he lived there. We have seen no evidence to suggest otherwise.

He further notes his experience that the only time this parking facility is heavily used is during the bumps, and the bay will never cater for that demand.

We are proposing merely the removal of 2-3 spaces (one in four), and increasing the level of cycle parking from its present total of zero. We feel that is a perfectly equitable outcome that is in line with national and local policy to provide incentives to arrive by non-car means.

*> , is the certainty that the area which you propose for cycle access  
and > cycle parking would be obstructed by parked cars, regardless of  
any > markings or signage discouraging this.*

*>*

> *It would certainly be necessary to protect the area with closely spaced > bollards to prevent such obstructive parking; do you not feel that these bollards would themselves present a hazard to cyclists?*

It is perfectly possible to design an arrangement that does not need excessive bollards.

<http://www.camcycle.org.uk/map/location/13780/>

for instance shows bollards a sensible distance apart that allows cycles but not cars through.

>

> *In view of your representations we now propose to report back to the > North Area Committee on 11th December, presenting your letter and our > comments thereon, and requesting instructions as to how we should take > this project forward.*

Given that this is three weeks away, is there not resource available to create a draft (not necessarily a full design) of a potential alternative design along the lines of what we suggest, so that Councillors can take a more informed decision?

We look forward to hearing from you on the points above.

*Many thanks,*

>

> *Regards,*

> *John Isherwood,*

> *Engineering Projects Manager.*

Martin Lucas-Smith, \*\* <http://www.camcycle.org.uk/>

Co-ordinator & Webmaster, \*\* Map:

<http://www.camcycle.org.uk/map/>

Cambridge Cycling Campaign \*\*

Join the Campaign (£7.50) at:

<http://www.camcycle.org.uk/membership/join/>

## APPENDIX 2 :

### Cambridge Cycling Campaign flush kerb and cycle rack proposals (Haling Way (eastern) end)

November 13, 2008

Our ref: C 09 001

Your ref:

Charlotte Jackson  
<Charlotte.Jackson@cambridge.gov.uk>  
Cambridge City Council

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



**Cambridge Cycling Campaign**

P.O. Box 204, Cambridge CB4 3FN  
Phone: 01223 690718  
Fax: 07092 376664  
contact@camcycle.org.uk  
www.camcycle.org.uk

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.

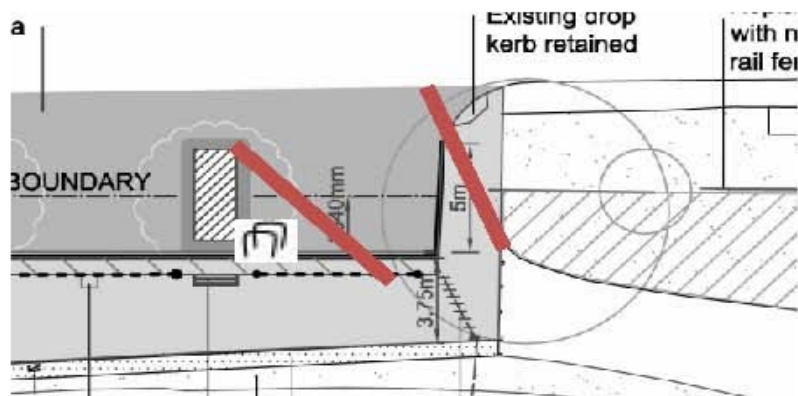
The current plans result in a dog-leg manoeuvre that will create unnecessary conflict with walkers using the path.

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>

# APPENDIX 3:

## Possible revised proposal for the additional of cycle racks (Penny Ferry (western) end)

