

From: [Councillor Sean Rush](#)
To: [Councillor Sarah Free](#); [Liam Hodgetts](#); [DL: Councillors](#)
Cc: [Barbara Mckerrow](#); [Claire Pascoe](#); [Moana Mackey](#); [Farzad Zamani](#); [Vida Christeller](#); [Richard MacLean](#); [Beth Keightley](#); [Inna Zadorozhnaya](#)
Subject: RE: Update on Newtown to City Transitional Cycleway
Date: Monday, 18 July 2022 11:56:24 am
Attachments: [image001.jpg](#)

Thanks Liam/Moana,

[Redacted]

A few comments on your proposed next steps:

[Redacted]

[Redacted]

3. One point that should be considered is the relevance of the [Parking Policy](#) to cycleway design. Your officers mentioned the Policy as a barrier to exploring other options – for example, use of the median strip along Kent and Cambridge for cycling. This proposal has some support from the car dealers and could deliver an easy win.

In one of our meetings your officers suggested the Parking Policy inhibited the reallocation of the median strip for cycling because it took pedestrian capacity away. Could that be explored further? The Parking Policy addresses parking. The objectives are neatly summarised in the Introduction: *“covers Council-controlled off-street parking, mobility parking, car share parking, loading zones, taxi stands, short-stay parking, parking for residents, buses and coaches, motorcycles, electric vehicle charging and on-street parking for bicycles and micro-mobility (eg, e-scooters).”* It does not cover allocation of footpath space and so it may not be a constraint.

[Redacted]

[Redacted]