

Appendix 2

Objections:		
	Comments	Officer's Comments
1.	<p>Thank you for the recent notification regarding the removal of car parking and installation of cycle lane in Station Road, Ely.</p> <p>You mention the lack of feed back; this could probably be due to the difficulty, until now, of finding the appropriate address to submit comments.</p> <p>It would be a challenge to call this provision of a cycle lane a success. The use of this facility was minimal, even at possible traffic times. Most people were abiding by the government request to stay at home. It was also little used by leisure cyclists.</p> <p>The loss of an important short stay parking area has had greater impact. This is a residential area with virtually no off road parking so this parking area is (was) particularly well used by visiting trades people, electricians, plumbers, care staff, and now delivery vans.</p> <p>The lack of parking encourages these persons to pavement park on double yellow lines which in itself is an increased hazard for cyclists travelling uphill from the station (The cycle lane I believe is a one direction facility towards the station). The impatience of car drivers encourages them to pull out further to pass as cyclists avoid the pavement obstructions. This in turn pushes them closer to on coming cyclists who could be coming down the hill. It is not a very wide road space. It is a particular hazard during the short days of the winter season Whilst I admire the encouragement of less vehicular activity on the roads and see that it should be safe for cyclists, this particular scheme, although simple to implement, has as many drawbacks as advantages.</p> <p>Nearby street parking in Potters Lane and Dovehouse Close has recently been reduced making the access to possible parking for anyone in this area even more difficult.</p> <p>Before this is made a permanent change it needs a trial of use under non-covid restrictions. It also needs to be done without the cones to give a proper perspective as to whether the cyclists actually use it. Under the present set up it would seem to be too narrow as most cyclists who travel at speed down here avoid using the lane.</p> <p>As my kitchen window has a direct view of this cycle way and I spend a great deal of time in the kitchen I think I have had ample time to study it's use.</p>	<p>As usage of the station increases the number of people cycling to the station will increase. The location of the parking necessitated a gap in the cycle path with people needing to pull out into the traffic which is a difficult and unsafe manoeuvre.</p> <p>The police can be asked to monitor this area to reduce illegal parking.</p> <p>Other solutions with lighter segregation will be considered such as wands (short reflective posts) which allow for a greater width of cycle lane.</p>
2.	<p>Given that we live adjacent to the installation we feel we are in an ideal position to comment on this. Since the installation, it has been noticeable how</p>	

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	<p>many cyclists do NOT use the cycle lane. Due to the original signage stating 'social distance measures' it has been frequently used by pedestrians as an extension of the footpath!! The plastic barrier has been an 'eyesaw' and it is noisy when it has been raining, also it has made crossing the road a challenge.</p> <p>If the cycle lane is supposed to encourage 'active travel'. The main users appear to be commuters going to the railway station, who use the road rather than the cycle lane as it is easier for them to turn right into the railway station.</p> <p>Having lost the parking spaces, it is now extremely dangerous when courier vans stop to deliver parcels as they are now blocking the main highway, also it is hard for residents to unload shopping etc. The impact of a permanent cycle lane will surely in time lead to an accident.</p> <p>We feel that consideration for local residents should be made, with regard to speed humps or chicanes in this area as speed is a big issue, at times merely crossing the road is dangerous. I would invite any 'speed trap' to this area, as it would reinforce our point and surely a reduction of speed for all traffic would increase safety for cyclists and pedestrians alike.</p> <p>In summary, we feel that changing a small section of parking into a cycle lane is not a solution to this problem.</p>	<p>The barriers will be removed and we will work with stakeholders to design a permanent scheme which facilitates the right turn whilst providing a safe route and is much more permeable for people crossing.</p> <p>The police can be asked to monitor this area to reduce illegal parking.</p> <p>Unfortunately funding is unlikely to be sufficient to include any additional traffic calming but measures can be looked into via a future LHI or PFHI application or as part of future improvements to the cycle route if funding becomes available.</p>
<p>3.</p>	<p>Further to your letter dated 22/02/2021 requesting feedback on the temporary cycle lane (closing date 09 April 2021), we fully support the principles of increasing sustainable travel such as cycling and making it safer. We would also like to see far fewer cars in Ely. However, we believe that if the temporary cycle lane scheme is to be made permanent this needs to be done as part of a holistic plan to simultaneously address the heavy traffic and tailbacks, current commuter parking patterns and leisure related parking which affects the genuine parking needs of local residents. In the absence of such a commitment we wish to OBJECT to the proposed permanent removal of car parking & installation of cycle lane on Station Road, Ely for the following reasons:</p> <ol style="list-style-type: none"> 1) Extremely low utilisation of marked off cycle lane. – Very few cyclists are seen to be using the marked off and barriered off cycle lane. The cycle lane was instigated during the coronavirus pandemic when there was a significant drop in traffic generally to the railway 	<p>The temporary barriers will be replaced with lighter segregation to provide a wider cycle lane which is easier to use, particularly for those turning right.</p>

	<p>station so it is impossible to ascertain whether the cycle lane is meeting its objectives.</p> <p>2) Bus stop – There was a bus stop on Station Road in the middle of the proposed cycle lane. This was a well-used bus stop and its loss will be a deterrent to people in the vicinity using public transport.</p> <p>3) The biggest concern is the loss of safe short term parking spaces in the absence of any plan to address the long term and well-known parking issues in the area:</p> <p>a) Due to the loss of the temporary parking spaces on Station Rd, drivers making deliveries to the houses in Station Rd, Annesdale and Castlehythe are having to stop either on the existing double yellow lines on the South side of Station Rd or across the entrance to the lane leading to St.Peter’s Garage or the rear of St.Peter’s Church or the adjacent houses on Broad St. In both cases an obstruction is being caused to other traffic that previously did not exist.</p> <p>b) Previous to the COVID lockdown and people being encouraged to work from home, all the non-time restricted parking spaces in Station Rd, Annesdale and Castlehythe would have generally been occupied by commuters and other rail users who were choosing to avoid the parking charges made at</p>	<p>There is no bus stop on this section of Station Rd.</p> <p>The police can be asked to monitor this area to reduce illegal parking.</p> <p>A residential car parking scheme could be a solution to this issue and one that residents may want to take up with local members.</p>
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	<p>the station or at the Angel Drove or Dock public car parks. Whilst most cars are parked only for the day, many spaces are also used by people travelling by rail to Stanstead airport and then flying out of the country meaning their cars can be parked for a week or more. This meant that the time restricted spaces on Station Rd, were essential to trades people or healthcare professionals visiting properties in the adjacent streets. It is important to note that there are significant numbers of older people (70 years+) living in this area who require outside assistance on a regular basis to maintain their health, wellbeing and independence in their chosen home. Their needs must not be overlooked.</p> <p>c) In addition, all the non-time restricted parking spaces in the area are heavily used at weekends and in the evenings by people visiting the riverside area, including the pub and restaurant who have insufficient or non-existent parking for their clientele.</p>	
<p>Responses in support:</p>		
<p>Ely Cycling Campaign</p>	<p>Ely Cycling Campaign (ECC) welcomes the removal of parking and the painting of double yellow lines on Station Road, adjacent to Castlehythe. We are very keen for the double yellow lines to stay but we are concerned about the lack of enforcement of parking restrictions in East Cambridgeshire.</p>	<p>We will work with stakeholders such as the campaign to consider options including light segregation and to ensure a safe tie-in with the Broad St junction improvement scheme.</p>

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	<p>Regarding cycle lanes in this area, ECC thinks that the options are complicated. For instance, we believe that the existing cycle lane at the foot of Back Hill funnels cyclists into a zone where motorists fail to look and thereby contributes to the collision hotspot at the Broad Street junction. The same could apply to a permanent cycle lane in proximity to Annesdale.</p> <p>We don't understand how a new advisory cycle lane along Station Road could comply with LTN 1/20 (eg Section 4.4). Segregation of cyclists from motorists on Station Road could create a significant disincentive to parking on this stretch of road -see the above comment on lack of enforcement. Certainly, the temporary barriers here have put a stop to parking. Installing a new cycle lane in this area is complicated and we suggest that ECC be consulted in working up a proposal.</p> <p>You ask about signage. Signage may have helped with the unfamiliar appearance of the temporary lane. The layout could have been misinterpreted as a widening of the footway. However, ECC recommends signage for any permanent cycle lane be decided on highway design principles.</p>	
<p>Residents:</p>		
<p>1.</p>	<p>I support the plan to create a no parking zone as detailed in PRO662. As a regular user of this road, cycling down it was hazardous. The cycle lane at the junction of broad street was usually compromised by cars nudging out into the road. Coming down the hill, cyclists have more momentum and usually cars behind are then trying to zip past just as you are compressed onto the road where the cars used to be parked. Add rain, darkness or ice into the mix and it was not a comfortable experience.</p> <p>The permanent establishment of a parking free zone will allow safer navigation of this area for everyone using this route to cycle to the station.</p>	
<p>2.</p>	<p>I frequently cycle along the piece of road in question. Apart from it being incredibly poorly maintained with potholes galore it used to be made more dangerous with parked cars in Station Road. It is a good idea to make this area no parking at any time as there is plenty of other parking in the vicinity for both the station and Ely centre.</p> <p>If the council could improve the junction between Back Hill/Station Road and Broad Street for cyclists that would be even better. I know a number of cyclists who have been knocked off when approaching from Back Hill by drivers pulling out of Broad Street</p>	<p>There is currently a safety improvement scheme being implemented at the Broad Street junction.</p>
<p>3.</p>	<p>I am very pleased that the cycle lane has been put in on Station Road; however, I'd like to request that the cat's eyes at the bottom are removed.</p>	<p>The studs will be removed</p>

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	<p>I cycle my son to nursery every day down this road and to do that I need to turn right at the roundabout onto Angel Drove. The cycle lane is currently designed only for people travelling directly to the train station since the cat's eyes make it very difficult for a bike to turn right to exit the lane (catching one of the cat's eyes with a bike wheel risks it becoming unstable). As a result, I often end up not using the lane when my son is with me as I'm not confident in making the turn safely.</p> <p>It's great that more cycling infrastructure is being put in and planned for the area and it would be even better if anything that is put in is accessible for as many users as possible.</p>	
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