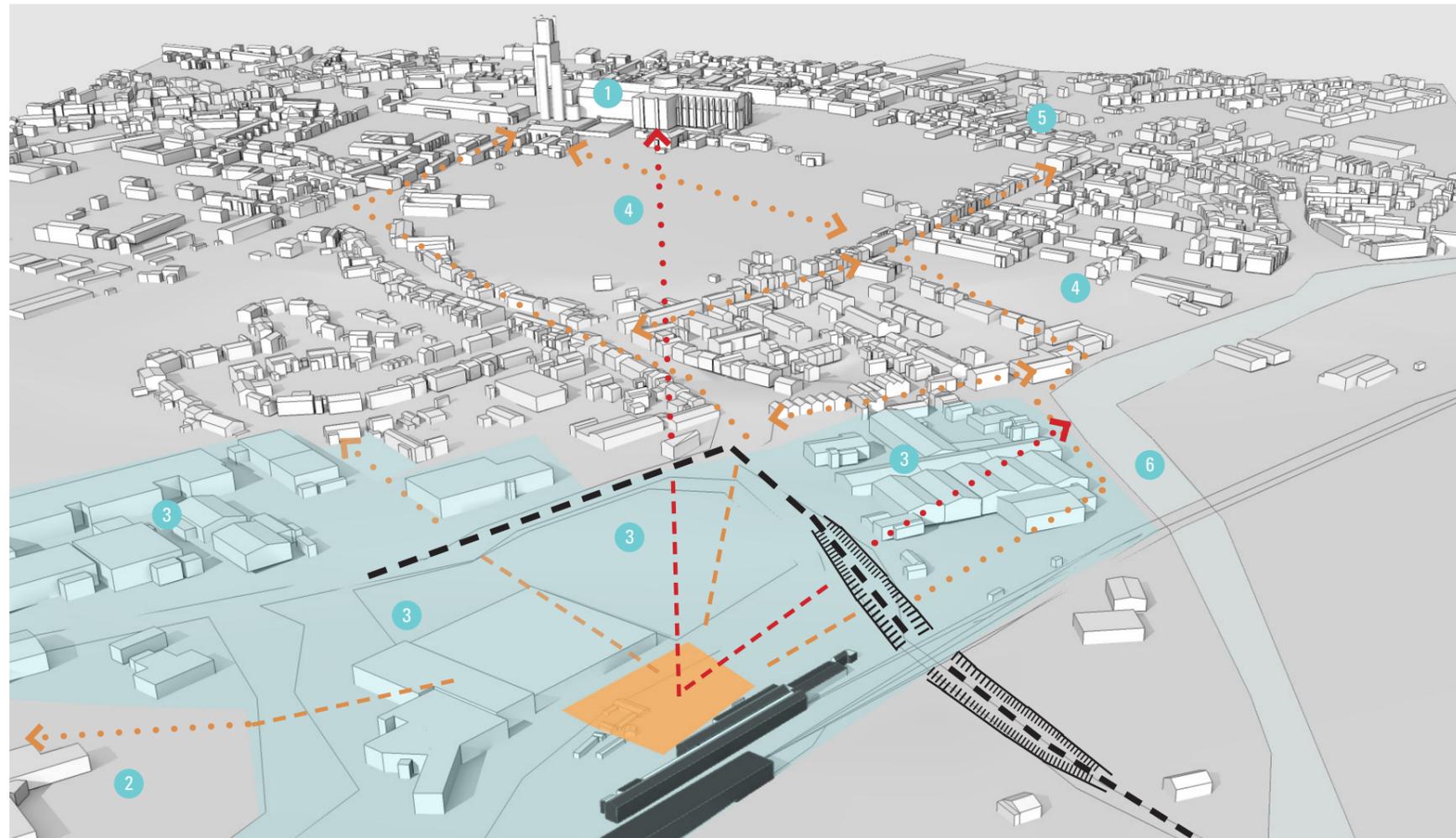


Pedestrian Access and Desire Routes

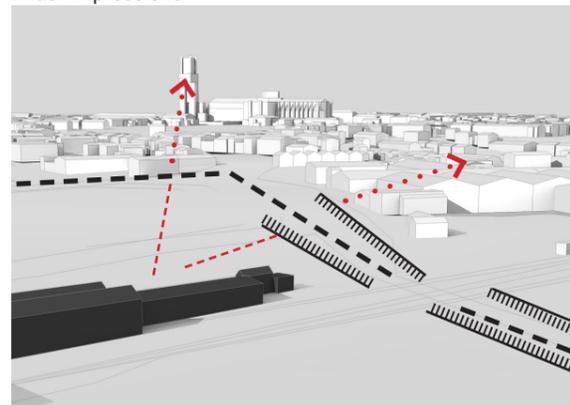
The underpass and associated heavy industrial traffic would create a significant barrier to pedestrian movement to, from and around the Station Gateway site, in particular towards the city centre and the river. Access to the business park would be unaffected.

Key Destinations

- 1 historic city centre and cathedral
- 2 business park
- 3 mixed development and public spaces
- 4 green areas
- 5 main shopping area
- 6 river



Initial Impressions



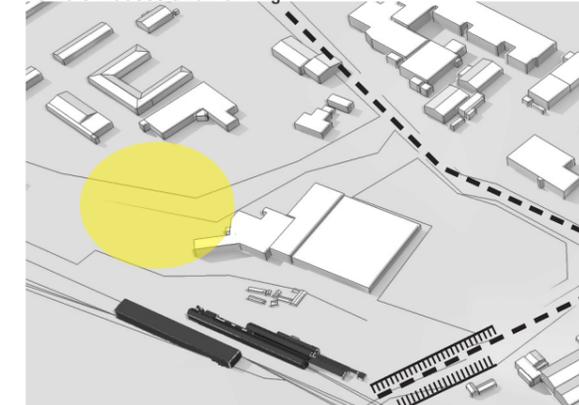
With a new underpass heavy traffic will continue to use the roads surrounding the Gateway site. This will serve to sever the site from the surrounding city, and for the site and surrounding properties to continue to experience high levels of noise and air pollution. This will have a hugely detrimental effect upon any future redevelopment of the Station Gateway site.

Permeability and Access to the River



The permeability of the site will be reduced with the underpass dividing the site into smaller isolated islands. There will be no opportunity to provide a more publicly accessible edge to the site, or to extend an enhanced public realm onto the banks of the River Ouse.

Vehicle Access and Parking



Current congestion on the access roads to the station will be eased by the underpass as heavy goods vehicles will be able to pass under the railway bridge rather than queuing at the level crossing. However Angel Drove and Station Road will continue to experience a large volume of traffic and there will still be congestion issues with vehicles building up at the roundabout at busy periods. Any car parking for the Station Gateway area would add to the volume of traffic on these roads.

Key

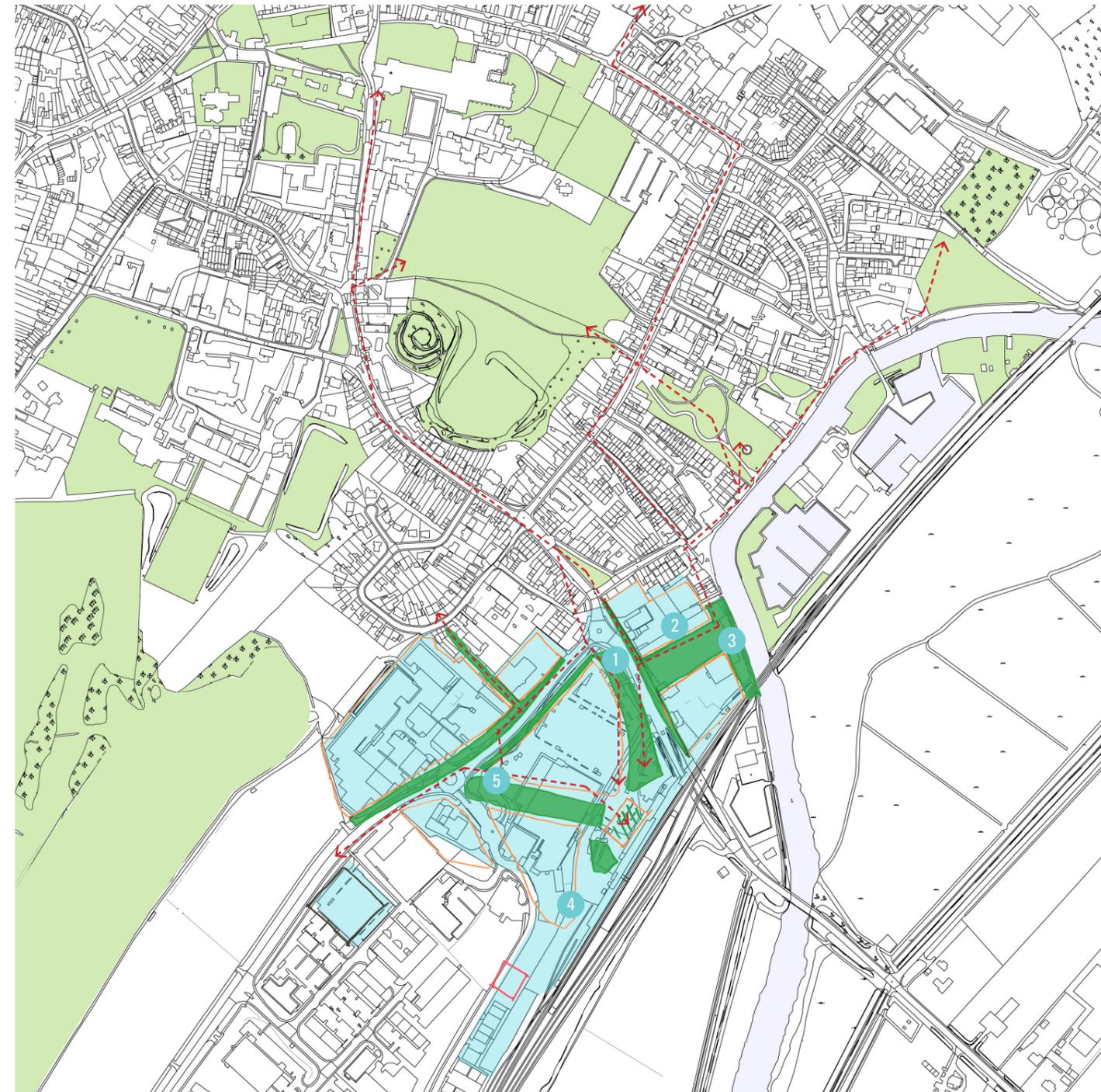
- Station Gateway Site
- Ely Train Station
- Proposed Public Space, mixed use
- area impacted negatively by traffic noise and pollution
- Business Park
- Proposed Carpark
- Desire Views
- Blocked Desire View
- Desire Routes
- Blocked Desire Routes
- Heavy traffic flow
- Proposed Underpass

5.5 Green Amenity Spaces

The proposed zoning incorporates many green amenity spaces. These spaces could range from tree planted zones, flower beds, pedestrian routes, playgrounds, open parks with benches and cycle routes.

The significance of these green corridors is that they open up access routes between the proposed zones, Cathedral, river and Station. These access routes would become areas for enjoying cycling and walking while simultaneously increasing the permeability of the Station Gateway site.

While opening up desire routes the green areas begin to frame significant vistas of the Cathedral and river reinforcing the connection between the Station Gateway site and the rest of the town.



1

The new development proposes a long green corridor leading from Station up Station Road, opening up a vista to the Cathedral. The corridor will also increase permeability for pedestrians and cyclists, with new paths and cycle lanes.

2

The new development proposes a large green amenity area leading to the river, connecting the main corridor and station to the river, thus increasing permeability.

3

The area facing the river will be full of greenery, creating a green corridor along the river bank. This will also be a route for both pedestrians and cyclists, increasing permeability between river and Station Gateway site. The corridor full of trees would frame the riverside.

4

The redesigned station forecourt will be wrapped in green areas, creating a gentle relationship between development zones and the industrial Station area.

5

Corridors of greenery will create pedestrian routes and frame views.

Key

-  redesigned/re-landscaped station forecourt
-  proposed newly created open green amenity spaces/pathways
-  existing green amenity spaces
-  potential development areas
-  links provided by proposed green amenity spaces