

APPENDIX 1 – 18 Consultation Responses

21st March 2016 - Andhika Caddy, Policy and Regulation Engineer, Cambridgeshire County Council

I am in receipt of your consultation for the above. Highways have no comments to make.

21st March 2016 - Charles Devereux, Managing Director, Devrail Ltd

Last year you wanted to charge for car parks. Now you are removing toilets. The next wheeze is to eliminate coach parking or make it so unattractive that coach companies will carry out the threat they have already made to move their business elsewhere.

If one were a visitor from Mars one would be forgiven for assuming that the role of East Cambridgeshire was to throttle the prosperity of the city which depends to a significant extent upon tourism. The proposals for housing in Barton Rd car park whilst absurd in themselves also require the elimination of coach parking. The council attempted to slide this through on the quiet before Christmas, hoping no-one would notice.

As it turns out the community recognised the threat to our prosperity and the council had no coherent answer to the question about where coaches would go. It now transpires that to placate opposition they will propose Cresswells' Lane, a proposal which only have come from increasing desperation. It seems very strange that a road that has double yellow lines on both sides, serves Sainsburys with heavy lorries as well as the waterworks can suddenly accommodate the 6 coaches that Barton Road regularly sees (photos attached). My objection is fourfold;

- 1) There is the over riding point that we should be looking to grow Ely and make it an attractive destination. This proposal will only serve to deter.
- 2) Barton Road car park is well located for Kings school, which hosts coaches both for home and away matches.
- 3) Barton Road car park is close to the cathedral; there are many events there where there will be a surge of visitors, and they cannot all be discharged in the surrounding streets without causing mayhem.
- 4) Cresswells Lane has double yellow lines for a purpose, and to suggest that 6 coaches could park there without the high risk of impacting on the other traffic which uses the road is puerile.

It is imperative that the Council recognise (as most Ely residents do) where our long term interests lie.

I am copying this letter to the Ely press.

25th March 2016 - Rupert Moss-Eccardt

I object to the proposed new parking order. My objections cover two areas:

- 1.) Use of the Cashless Payment System and the associated unreasonable penalty
- 2.) Use of a Road for Off-Street parking

Firstly, the cashless payment system. - The proposed order allows for a PCN to be issued if the handheld device does not display confirmation of payment. It does not require the handheld device to be functioning correctly, nor the back-office system. There appear to be inadequate safeguards to avoid criminal sanction. There is an appeal process but that doesn't help for those of us who must report any criminal PCNs as they happen. I view this as unreasonable and therefore unlawful.

Secondly, the use of Cresswell's Lane - This is clearly a road within the meaning of many of the relevant acts. The RTRA is fairly clear that Off-Street orders can't be applied to Roads. Of course it is entirely possible to have parking areas on roads but the mechanism is slightly different, namely that of a pure TRO without the enforcement wrapping of the off-street order. And, of course, enforcement is then performed at the behest of the Chief Officer. I note that previous versions of the order already covers other roads and I see that as an error that should also be rectified.

And, were a TRO to be created (or not) for Cresswell's lane, I would like to see confirmation that the maintainer consents, as required by the RTRA.

26th March 2016 - Victor E Doggett, Ely

I strongly object to the changes you intend to make in Ely for coach parking I also strongly object to the closure of the public toilets. I think when the council talks about these huge sums of money they should explain how it is spent and by WHO. I was under the impression that councillors are there to represent the people of the city of Ely not government cutbacks so money can be handed to the very rich. It seems to me that the local council just wants to cause long term problems for our little city and all who live here. It is my opinion that every councillor who votes for these changes should resign as they are clearly are not looking after the people of Ely.

29 March 2016 - David Kim

I object to the proposed Cresswell Lane's coach parking. As a local resident I find that there is already too much traffic travelling down Broad Street from Back Hill and I am very concerned with the increase in traffic from the extra coaches. The road is already too narrow for the current traffic load and I do not see how it can support additional coach traffic.

1st April 2016 - Chris Drury

It has come to my notice that ECDC have come up with the idea of using Cresswells Lane to replace the coach parking facility at Barton Road.

As I was in Ely I had a look at Cresswells Lane and for the following reasons it does not seem a sensible proposal and therefore object to it.

There is no turning area for the coaches and the road is a cul-de-sac. The road can only accommodate in my opinion a maximum of 5 coaches and that includes 1 space on the short last section of the road which currently has double yellow lines.

The large articulated Sainsbury's vehicles also use this road to deliver to the Sainsbury's store. Could be quite chaotic with coaches trying to turn round as well.

In addition I did not realise families with young children use the bottom end of Sainsbury's car park to access the grassed play area near the river. For this they have to cross Cresswells Lane. Seems to me there is a likelihood of a serious incident with the various manoeuvres large vehicles will be performing. I do hope the Health & Safety have done a risk assessment of this proposal.

1st April 2016 – PJ, Ely

The council say again building the houses on Barton road is a good way of raising much needed income. I have said it a thousand times if they charged a car parking fee on all the car parks in Ely that would create a colossal amount of income even if they only charged a minimum fee. Because it is one of the biggest myths that people wouldn't come to Ely, because Ely is Ely and people want to come here, and everything can stay as it is. So all the councillors want to sit round the table and have a damn good think about this. And while I am on the subject, I have yet to see a push bike down Lisle lane, it's costing thousands of pounds for a cycle way. I go around Ely everyday in my car in that area and have counted 4 bikes so far and that is not in the same day !!!! So everyone is saying what a waste of money, as that could have gone on something else.

1st April 2016 - Michael Massey

I hope that this email is one of many which you will receive concerning the vexed question of coach parking in Ely and associated facilities, because you need to be made aware of the strength of local public feeling on these issues. If the letters pages in the local papers are anything to go by, this is certainly the case.

The reasons for the appropriation of a section of the Barton Road car park for private development have been 'explained' at length. The proposal to re-site the coach parking facilities adjacent to Sainsbury's is an interesting one. Let me compare and contrast the two sites. For a car/coach park, Barton Road could not be more central for all the attractions that Ely has to offer. It is also a fairly level walk to those attractions. Since many coach passengers are likely to be of an age to value level terrain, this is a distinct advantage. Cresswells Lane, however, is some distance from the attractions, and involves a walk up Fore Hill to reach them. Not such an easy prospect for those with mobility problems.

Has anyone from the Council asked Sainsbury's whether they mind coach parties and their drivers using their toilet facilities? It is quite clear, in the light of the recent closure proposals, that no such facilities will be provided for either passengers or drivers. It is also quite a walk to Ship Lane or The Cloisters, even provided that clear signage is made available for strangers to find their way there. Barton Road toilets have had a temporary reprieve for one year. Has anyone from the Council asked the Albert Pub in Silver Street whether they mind people arriving at Barton Road using their toilets?

If the Members of the Council want Ely to be a focus for tourists, then they must make the city a welcoming place. Public toilets are probably the most basic facility that people expect in such an environment, especially if they have travelled some distance to get here. Travel companies expect to be able to park their coaches in convenient locations and to find similar facilities available to their passengers and drivers. Please can you explain why the Members of the Council find it so hard to understand these simple facts?

Incidentally, with the closure of the Newnham Street and Sacrist Gate toilets, we are told that The Cloisters is a viable alternative. The Male toilet comprises two cubicles and one open urinal capable of accommodating two, perhaps three at a push. Has anyone from the Council actually counted the individual facilities available at the toilets which have been preserved?

Following the Mayor's suggestion that people wishing to use a toilet could always use a pub, club or other 'private' facility, could I be assured that the Council Office facilities will also be made available to the general public for this purpose?

2nd April 2016 - Mrs Jenni Hepworth

Further to the information on the East Cambs (Off Street Parking Places) Order 2016 (Number 1) and information on your website, I wish to object to the first proposal (introduction of a new off street parking area called Cresswell's Lane with parking provision for coaches only) on the following grounds:

- Most coach parties come to Ely to visit the Cathedral. Currently some groups walk the short distance from the cathedral to Barton Road to get back to their coach, alternatively it is a short trip for the coach to make its way back to collect the group. Barton Road car park is ideally placed for this purpose. Cresswell's Lane is further away and most groups would not be willing to walk there - even if they could find their way.
- Access into the proposed Cresswell's Lane area would be more difficult for coaches - they would either need to use Broad Street or Nutholt Street (both of which roads are already busy and often congested, with parked cars meaning it is impossible for 2 cars, let alone coaches, to pass each other). Use of Cresswell's Lane as a coach park would significantly increase congestion along these access roads.
- If coaches were to use Broad Street, they would then have to turn right across the traffic at the bottom of Fore Hill to reach Lisle Lane. Visibility at this junction for those turning right from Broad Street is very restricted and it is very difficult to see if any vehicles are coming down Fore Hill. Coaches are slower moving than most cars and so there is an increased risk of accidents happening if the coach driver cannot see or

the coach cannot move quickly enough once far enough out for the driver to see oncoming traffic.

- This change of provision is proposed presumably on the grounds that Barton Road car park will no longer have provision for coaches. It seems morally wrong to go ahead with this before planning permission has been granted, in the face of significant local opposition, to the proposed Barton Road development. If planning permission is refused then there would be no need of this additional coach park.
- It was only by chance I came across this consultation - and wondered if it is coincidental that the consultation was launched just before Easter and the long bank holiday weekend, in order to reduce the likelihood of local residents having the opportunity to see and respond to it? The initial Barton Road development planning application ran over the Christmas/New Year period, presumably for similar reasons.

I do hope that you will give due consideration to the points raised in this email by a very concerned resident.

3rd April 2016 - Alan James

As a regular visitor to Ely and resident of the District, I have the following objections to the proposal to create parking for coaches in Cresswells Lane as a replacement for the existing spaces in Barton Road Car Park:

1. The area along Lisle Lane was designated in the Ely Masterplan as being an area for long term conversion to a high quality, quiet, residential area. G&J Peck are now scheduled to move from Lisle Lane and their site will be converted to a residential site for older residents in accordance with that plan. Unfortunately, the Council seems set on ensuring that it does not comply with its own policy plans which were developed at high cost to the public purse and since the Masterplan was published has given planning permission for both Sainsbury and Aldi in Lisle Lane. To convert the currently quiet area at the end of Cresswells Lane into a coach turning and parking area will further undermine the Council's own policy of reducing industry and heavy goods/industrial traffic in this area.
2. The junctions at the Broad Street end of Lisle Lane are already very dangerous both for vehicles and pedestrians. They are also heavily used by tourist traffic, pedestrian and vehicular, which is unfamiliar with the cramped and confusing road layout at this point. I witness near misses on around 30% of the occasions that I use this piece of road, often caused by the combination speed and unfamiliarity. Increasing the number of heavy, long wheelbase, vehicles using these junctions will only add to the risk of serious accident at this location.
3. It is already very difficult to negotiate much of Broad Street safely. The plan to encourage more coaches to use the Cathedral drop-off point and then park in Cresswells Lane will encourage coach traffic to use Back Hill and Broad Street. This will add to the traffic disturbance and pollution for a higher number of residents than the existing arrangements and add to congestion along Broad Street. Often there is only a single lane along Broad Street for cars and vans and there is only ever a single lane for large vehicles such as HCVs and PSVs. I have witnessed Stagecoach buses having to wait for considerable periods for a safe passage and being reduced to forcing their way through causing inconsiderate, oncoming, cars to mount the pavement. To increase PSV vehicle journeys along this route will increase the risk of collision and blockage.

4. The alternative route to/from Cresswells Lane, via Lisle Lane, the Prickwillow Road roundabout, Newnham Street, Nutholt Lane and Lynn Road, is also heavily congested, especially between the Brays Lane junction and Lynn Road. To add further PSV traffic to this route will also disturb and pollute additional residents and add to traffic congestion. Much of the route will be effectively reduced to single lane only unless parking restrictions are increased, which in turn would increase the number of speeding cars using the cleared route.
5. The Cresswells Lane location is considerably more difficult to reach on foot or by wheelchair from the main tourist attractions in Ely, the riverside excepted, and there are no public toilets at the location, unless Sainsbury allow non-customers to use their facilities. This will make it much more difficult for those who want to return to their transport ahead of schedule because they feel tired or unwell.
6. There are no toilet or refreshment facilities for coach drivers at this location, unless Sainsbury allow non-customers to use their facilities.
7. The existing facilities at Barton Road keep coach traffic out of the congested streets of the City Centre, minimise traffic issues in the City, minimise vehicle noise and pollution in the City and provide a very convenient location for visitors from which to use the City Centre shops as well as visit the Cathedral. These facilities have worked well for as long as I can remember. The removal of these facilities because of the Council's short-sighted obsession of funding the out-of-town leisure centre, which the City and District cannot realistically afford, is not cost effective in the long term and will further reduce the City's attractiveness as a local, national and international tourist destination.

3rd April 2016 - GillianTurberfield, Ely

It is not acceptable that the Council should make the deadline of **Wednesday, April 6th** (Ely News, Jordan Day, 31st March) for comment on their plans to make a coach park behind Sainsbury's instead of the existing one in Barton Road, far nearer to facilities most people arriving in Ely would want to reach.

This limitation on discussion surpasses the deviousness around Christmas 2015 with which the Barton Road plan for new houses, on what has long been the far more suitable coach parking site there, was sprung on what they hoped would be a community then occupied with seasonal preparations.

It is clear there has been much public unease about all these plans, and they need much more careful consideration, not least about heavy traffic in Broad Street, and the approaches to Cresswells Lane, and the implications for a proper environment for the residents of Lisle Lane, shortly to include those elderly people who will live in the McCarthy and Stone development on Peck's present site.

The resent deadline must be extended. **We need a properly functioning, democratic Council.** Because of the way this present Council is functioning, it is not surprising that the headline in The Ely Standard of March 31st announces: "Council' pests outlawed" and reports on a 'black list' the Council propose of names of people who persistently ring the Council with complaints. Maybe many of these have personal difficulties, which may include not having access to e-mail, but I suspect that many are exasperated local residents who see that democratic debate is silenced and ignored. All councillors are to be made aware of who is on the list, **without specifying the nature of their original complaint.** How sinister is that?

4th April 2016 - Michelle Wolfe

I am writing to **object** to the first point on this proposed order - the creation of a coach park at Cresswells Lane, Ely.

My objections are as follows:-

1. There are no details in your plans available to the public regarding the number of coaches this new coach park would accommodate. There are currently 5 spaces available at Barton Road which are well used by tourist coaches and schools. Please see attached photos taken on Thursday 17th March at about 12 noon at Barton Road and a few minutes later on the Gallery, Ely. Your plans do not specify that this new park would be a replacement for the Barton Road one, which the Council intends to close if Planning Permission is granted for its proposed residential development there. If this new coach park is intended as a replacement then **at least 5 spaces** need to be provided.
2. On viewing the proposed site there is no adequate turning circle for coaches and no details available to the public regarding how this might be achieved. The costs of creating a turning circle here must be taken into account together with the potential loss of land to Ely's Pocket Park. If this proposal is to replace Barton Road Coach Park, why is this Council intent on spending **even more** of its Council Taxpayers money on trying to push forward with a scheme which has proved hugely unpopular? This Council has received well over 100 letters of objection to the removal of Barton Road Coach Park. It seems to me you are trying to fix something which isn't broken. The Barton Road site is, in my opinion, the ideal location for the Coach Park. Why move it?
3. Any proposed coach park at Cresswells Lane would negatively impact on access for Sainsbury's delivery lorries or, indeed, emergency vehicles such as Fire Engines requiring access to Ely's Pocket Park.
4. Even more large vehicles travelling through the centre of our medieval city, either along Broad Street and Lisle Lane or along St Mary's Street, Lamb Corner, Nutholt Lane, Prickwillow Road and Lisle Lane. If you have ever sat on a bus on these routes you will fully understand how congested these routes are at present, especially as we have two supermarkets close to the proposed coach park . The current site at Barton Road gives easy walking access to the city whilst coaches can enter and leave the city via Barton Road, Back Hill and Cambridge Road with the minimum of congestion or disruption then straight onto the main roads. This proposed scheme would be a poor substitute for Barton Road Coach Park.
5. Your proposals do not state where the coaches would be dropping off their passengers. As mentioned in point 4 (above) access routes to Cresswells Lane are busy and congested as it is at the moment, as is Market Street. If passengers are to be dropped at the proposed coach park they face a steep uphill walk to the city. At present, visitors have an easy level walk into the city from Barton Road Coach Park. Many of our visitors are elderly. It is **completely unacceptable** to consider replacing Barton Road Coach Park with a drop off at Cresswells Lane as it would discourage all but the fittest senior citizens from visiting our city.

I hope you will give full consideration to the points I have raised and advise me at your earliest convenience what this Council intends to do regarding Coach Parking in Ely for the future.

4th April 2016 - Lesley Bishop, Ely

I wish to object to the proposal to alter the Street Parking Regulations for the purpose of allowing coaches to park in Cresswell Lane Ely.

I agree with the 4 points made by Mr Devereux in his letter to the local press on 31st March.

1. The growth of Ely as an attractive destination for tourists and residents will be impeded.
2. Barton Road Car Park is used by coaches for Kings and other schools and by many tourists which helps our economy.
3. It is close to the cathedral which is visited by many tourists and the streets in Ely town centre cannot accommodate the discharging of tourists.
4. Cresswell Lane has double yellow lines which were put there for a purpose.

Presumably a risk assessment was undertaken before it was decided to put double yellow lines in Cresswell Lane. Obviously this road will be busy twenty four hours a day with lorries using the depot at Sainsbury's, Water Board and Post Office traffic. There is no obvious reversing space in this lane as each of those companies have their own arrangements. The access to Sainsbury's car park will also be busy for long hours and I believe that having large coaches using this road as well as the other traffic mentioned could be a serious hazard to pedestrians. There is of course a pedestrian entry to the riverside along the road which many walkers use.

Until quite recently general parking was allowed in Lisle Lane. I understand that this was stopped because of the difficulty it caused to buses and other traffic.

I am very concerned that many of the planning applications with which we are being presented are being done piecemeal and there does not seem to be a coherent plan to benefit the future of Ely. I sincerely hope that 2016 will not become the year that Ely starts to lose its tourists and its appeal as an attractive place to visit and in which to live.

We have seen multiple planning applications recently relating to coach and other parking yet we have not been presented with a proper coherent vision for the future as to exactly what is proposed nor how these matters will be undertaken. We have a good car park for coaches in Barton Road and should continue to provide public lavatories there in the future and long after the one year extension which is proposed.

It is for these reasons that I oppose the proposed changes.

As I objected to the planning proposals for Barton Road I would have expected to have been notified of this draft proposal as it is directly related to the Barton Road application. In the same way when other applications are made which directly relate to the Barton Road one (and I am sure that there must be at least one in the pipeline) I expect to be immediately notified.

Planning should be a vision for the future, looking at Ely as a whole for the benefit of its citizens and visitors for the long term future and not a rush of panic measures which it currently seems to be.

5th April 2016 - Terry Hayes, Ely

This site is unsuitable for the following reasons:

It will increase congestion through Ely on difficult to navigate roads.

It will significantly increase pollution levels caused by diesel engines as coaches travel through the city. Has an investigation taken place to see that levels will not exceed legal limits?

Parking on Barton Road is more accessible because coaches are inevitably travelling via the A10 and consequently can park at Barton Road without driving through the city and so have less of an impact.

Passengers arriving on coaches usually visit the cathedral, Oliver Cromwell's house, other nearby attractions and the city centre. The greater distance walking uphill from Creswell's Lane would be difficult for elderly and disabled visitors.

This change of coach parking could have a negative impact on the number of tourists visiting the city and consequently damage the local economy. Are you aware of the situation in Broadway (Cotswolds) where changes to accessible coach parking have had a significant negative impact on local traders.

This plan is ill-thought out given that in January an alternative was suggested and it seems the only concern of the council is to raise cash by the sale of some land at Barton Road, presumably needed to generate funding for the proposed new leisure centre.

5th April 2016 - Sally MacEachern, Haddenham

As a regular visitor to Ely I would like to express the following concerns about plans to park coaches in Cresswells Lane instead of Barton Road.

1. The junctions at the Broad Street end of Lisle Lane are already dangerous both for vehicles and pedestrians. The road layout is cramped and confusing at this point. I always approach the junctions with great caution. Adding coaches to the mix of traffic using these junctions will likely add to the risk of a serious accident at this location.
2. Broad Street is already very congested with resident parking and existing traffic, including town buses. If coaches drop passengers off by the Cathedral and then make their way to Cresswells Lane they are likely to use Broad Street. Local buses often have to wait for considerable periods to negotiate parked cars; adding large coaches increases the risk of accidents.
3. Alternative routes to Cresswells Lane are congested already; adding coaches will increase pollution and traffic congestion.
4. If coach passengers wish to return to their coach ahead of time they have further to walk and no public toilets. Presumably the Council has checked that Sainsbury is prepared to allow both passengers and coach drivers to use their facilities?

5. The huge advantage of using Barton Road car park for coaches is that they are kept out of the city centre and off busy roads. Cresswells Lane parking will be much more inconvenient for visitors, residents and road users alike.

5th April 2016 - Barbara Grafton, Haddenham

I would like to put on record the following objections to the proposal to move coach parking from the Barton Road Car Park to Cresswells Lane, Ely.

- If coaches are to use the Cathedral drop-off point, it is inevitable that they will then use Back Hill and Broad Street to access Cresswells Lane (unless action is taken by ECDC to prohibit this). Broad Street is already a nightmare to navigate in a vehicle, with frequent queuing at the Back Hill junction and past parked cars on Broad Street, and the last thing it needs is coaches trying to force their way through, or holding up other traffic. The increased noise, vibration and pollution will also be of considerable inconvenience to the residents of Broad Street who are already afflicted with heavy traffic.
- If the Council requires the coaches to access Cresswells Lane via the much longer route of Lisle Lane, Prickwillow Road, Newnham Street, Nutholt Lane and Lynn Road, there will also be increased congestion, noise, vibration and pollution for the residents and road users.
- The area at the end of Cresswells Lane designated for coach turning and parking is currently quiet and uncongested; this will change immediately it is converted into a coach station. I understand that the site currently occupied by G&J Peck will, after their relocation, become a residential area for the elderly. Do they, and the existing residents of Lisle Lane, deserve heavy coach traffic outside their homes throughout the day?
- What will happen if visitors arriving by coach wish to return early to their coaches (before the allocated 15 minute pick-up slot back at Barton Road car park)? Are elderly and infirm people meant to walk or take a taxi from the city centre to Cresswells Lane? Or are they meant to remain in the centre, finding somewhere to rest and shelter in all weathers until they can return to Barton Road to meet their coaches? One of the huge advantages of Broad Street car park is its easy, safe access and the availability of a public toilet.
- Sainsbury's may be happy for coach visitors and drivers to use their café and toilet facilities. Have ECDC consulted them about this?
- Have ECDC consulted Sainsbury's about potential disruption to their own delivery lorries once the coach parking is in place?
- Have ANY residents and businesses in Back Hill, Broad Street, Cresswells Lane, Lisle Lane, Prickwillow Road, Newnham Street, Nutholt Lane and Lynn Road been consulted about this proposal?
- Have ANY coach companies been consulted on the proposals and asked for their opinions on whether it will make Ely a less attractive place to bring coach parties (as per my letter to ECDC Democratic Services dated 22nd February 2016 , read out at Full Council, which did not receive a useful reply)? If not, the Councillors cannot say with any validity or certainty that this proposal will not have a negative effect on tourism.

- This entire proposal seems to be an incoherent reaction to the “necessity” to build housing on Barton Road car park in order to fund a leisure centre (a vanity project which Ely cannot currently afford without indulging in proposals such as this which damage other areas of our city).

6th April 2016 - B Burch

I would like to voice the fact that I am against this proposal. People arriving in coaches to visit Ely are almost all over 60/65 - some more able than others, but the trek up Fore Hill will be daunting to most.! The coach company holiday pick-up in Barton Rd. is very convenient, as most pensioners who use this service , will come from the surrounding level walking areas in Town. At the end of a trip I would not be able to walk up Fore Hill with suitcases. CAN SOME MORE THOUGHT BE GIVEN TO THIS PROPOSED PLAN?

6th April 2016 - Julie Elsey

Having looked at the proposal to use some of Cresswell Lane to park Coaches I write to you to raise my concerns regarding the proposals for coaches to be parked in Cresswell Lane.

As someone who uses the car park at Sainsbury's on a regular basis ,at different times of the day, I have been able to see the usage of Cresswell Lane increase steadily not just by the number of vehicles but also a variety of people of all ages visiting the Country Park.

There appears to be nowhere for the Coaches to turn round for the return journey to collect the passengers.

Where are they to turn?

If you are proposing that a later date some could start their journey from Cresswell Lane, then the Sainsbury's car park may be ideal in some respects but there is a 3 hour limit on cars parking there so there will need to be changes. There are also proposals for a small petrol station for some of the car park so this will take away some more of the parking space.

There is also the issue of how the Coaches travel to Cresswell Lane.

The Council are trying to actively encourage Lorries, HGV's etc from not blocking up the roads and getting them to use the bypass (when it arrives) Broad Street can be nightmare at the best of times and if this is the best route from drop off at the Cathedral or Barton Road, the roads of Ely are not wide enough for some of the bigger coaches to turn or swing round corners.

If they are coming from the Lisle Lane, Prickwillow Road end I've actually seen some of the regular buses drive over the small island so as to get round so a bigger sized bus/coach may have more difficulty.

How are you proposing to monitor to ensure the correct usage?

I know that it is difficult but I would respectfully ask you to think very, very carefully before you agree to this arrangement and look at the bigger picture.

Whilst to some it may be an ideal solution, in the long run and reality, it may prove more costly to the City of Ely than this quick fix in an attempt to appease those who are concerned about the loss of Coach parking spaces in Barton Road.