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Trumpington Road/ Fen Causeway/Lensfield Rd junction	
Summary of Feedback - opposition	CCC Officer Response
Blocking off the southbound lane on Trumpington Rd between the mini-roundabouts is causing congestion on Lensfield Rd all the way to Hills Rd	We recognise that the scheme has contributed to increased congestion especially along Lensfield Road. One option we are recommending to the Committee is to restore the second southbound lane whilst retaining the cycle lane (albeit slightly narrower)
Increased congestion creates pinchpoints for cyclists where previously they could get through	Reinstating the second southbound lane should ease some of the congestion. The scheme provides better protection for cyclists for some manoeuvres and we are looking to extend the protected cycleway further south if funds allow which will remove one of the pinch points.
Increased congestion is leading to poor air quality	The recommended amendments to the current scheme should ease some of the congestion but there are other factors such as increasing traffic levels, with workers returning to offices, and the closure of some of the alternative routes through residential areas which are also contributing to the increase in congestion. We are trying to strike a balance with safety for people walking and cycling through the junction, which historically has a high accident record, and not affecting bus journey times too negatively.
The new layout is causing issues for emergency services, taxi and delivery drivers	As above
Buses are being cancelled because reliability is so poor; the impact on the Trumpington Park and Ride has been particularly bad	We have been liaising with the bus companies and fully understand the issues with bus reliability; the recommended amendments should ease some of the congestion that is causing issues for bus services.
Additional protection for cyclists is minimal; cyclists turning right into Fen Causeway still need to place themselves in the middle of cars with angry drivers (angry because of the congestion)	The scheme does offer additional protection for cyclists going straight-on and north-south. Without full scale changes to the two junctions, right turn movements for cyclists will continue to be difficult. Such changes are beyond the scope and budget of this project.
Cyclists can use Brookside instead	Cyclists can and do use Brookside if it is convenient and safe for them on their journeys; however some journeys mean avoiding the double mini roundabouts would be difficult and represent too much of a detour

In support	Officer's Responses
I cycle to work every day through this junction and am very grateful for anything that makes my commute safer.	Noted
The new layout of the intersection is much safer and easier to navigate	Noted
The flexible bollards, sectioning off the wider cycle path, are a particular safety improvement	Noted
The reduction in lanes and provision of segregated cycle paths has improved safety; it also makes drivers more likely to notice and give space to cyclists	Noted
North/south transit through the junction is substantially clearer and safer for all users	Noted
The crossings are definitely more pedestrian friendly	Noted
Congestion was frequently bad before the modification	Noted
An accident hotspot - previously I witnessed a cyclist being knocked off as well as several near misses at this junction	Noted
This junction should be made into a truly cycle-friendly junction similar to the Dutch-style roundabout at Queen Edith's Way	Noted
Stakeholder responses:	
Stagecoach	The Trumpington Active Travel scheme with the wands in the road , especially around Leinsfield Avenue has since it's introduction caused serious and significant detriment to our Trumpington Park and Ride bus service.
Hilton, Cambridge	I have this morning been forwarded the attached letter by Cambridge BID regarding the road junction works at Trumpton St/Lensfield Rd/Fen Causeway, and can confirm I had NOT been notified in advance of these works and not received any communication regarding this. The

first I knew of these changes were the yellow street signs, street cones and then the junction lane changes.

Considering there was NO consultation on these lane changes, I would like to formally submit my objection to the new layout as currently now in place. You state this will be for a trial period of six months, however we know full well that other projects across the City have been on a so-called trial basis and then become permanent with no consultation. This is not acceptable, and not how a City Council should interact with its valued partners in the local business community.

The new layout is a nightmare now since the change. There is no need for these large cycle lanes, removing the two lanes that were there previously. To be honest, when I'm sat in the traffic waiting to travel to & from Fen Causeway, I see very minimal cyclists using this junction, especially at peak hour. Before, apart from a very minimal delay now and again, there was not an issue and having gone through this junction for many years (particularly since the unfortunate closure of the Silver Street route), I have never once seen any type of accident however, I am now aware of at least two on this junction.

Since the closure of Silver Street, which used to work great as a one-way 'in' in the morning and 'out' in the afternoon causing minimal congestion and removing traffic from the Fen Causeway, the Fen Causeway has become very congested as one of the only routes now into the City Centre for workers, deliveries, shoppers, tourists, and hotel overnight guests, all providing essential business to Cambridge's economy. In the morning peak hour & afternoon hours, the Leys private school is a real cause of congestion and delay with the drop-off & collection of children (usually one per car!).

Having removed the filter lane as you turn left out of Lensfield Rd on to Trumpington St, you cannot avoid the queue for Fen Causeway now. The filter lane used to help the flow of traffic out of Lensfield Rd towards Trumpington.

	<p>The reduction of 3 lanes to one on Trumpington St (Fitzwilliam side) before the turning left onto Lensfield has again caused congestion for those wanting to proceed straight (towards Trumpington) or turn left into Lensfield Rd. Reducing this from 3 to two lanes would have been more helpful and still allowed for a cycle lane.</p> <p>Re-opening the Silver Street access route would certainly relieve pressure from Fen Causeway to this junction, as well as looking at the layout of the pedestrian crossing (underpass, overpass, etc..?) at the bottom of Fen Causeway (near the Shell garage roundabout) which causes severe congestion to Newnham Rd, The Backs route and Fen Causeway itself.</p> <p>A major concern of my business and that of those neighbouring the Hilton hotel, is that all vehicle delivery traffic to our service bay, also servicing the Grand Arcade, Lion Yard, and John Lewis has to come through the double roundabouts and all traffic leaving has to get through the junction at Regent St/Lensfield Rd. If we are having this issue now, then it really worries me that the Christmas trading period will be a major problem. In addition, now add the shoppers, tourists and addition workers now that the University/Schools are back, and your lack of a consultation has not helped the situation.</p> <p>I could go on with my observations, however it's clear that whoever designed the new layout had not put much thought into it and perhaps does not have to use this junction on a daily basis. This is why consultations are so important. Cambridge is already becoming less and less attractive for workers and residents due to travel challenges and the cost of living in this City (even before the current post-pandemic crisis), and changes like this with no involvement or your local community are concerning for the future economy of our City.</p>
Grand Arcade	Having had some time to live with this trial scheme, I have to say that all of our initial

concerns have proven to be correct and its impact has been worse than I expected

My concerns are –

It's not a scheme that works particularly well for cyclists . The cycle lanes on Trumpington Street are very short and for cyclists coming into the city centre, the issue is more around how to navigate the roundabout than how to get into the cycle lane

The current scheme is poorer for pedestrians, with crossings from the Lensfield Road side to the Fen Causeway side of Trumpington Street being lost / made more confusing

The impact on traffic congestion has been really negative

In the morning peak, traffic queues from this junction all the way back down Fen Causeway and along Barton Road past Gough Way and on Queens Road almost to the roundabout at Madingley Road. This is much worse than before these changes

In the evening peak, the junction at Regent Street / Hills Road / Lensfield Road is so badly congested that turning right from Regent Street becomes incredibly difficult. It can take three or four changes of lights before it is possible to turn into Lensfield Road. Often vehicles making this turn have to wait in the Lensfield Rd queue across the junction or wait for a long time.

(Please see attached photos from my car, taken with a bracket set up). For example - On Friday evening, I turned around and went back to the University Arms junction as I couldn't progress after a number of light changes

Before the changes to the Trumpington Road scheme, I cannot recall ever having to wait to turn right into Lensfield Road and it would be rare for the traffic to queue back as far as Panton Street

Traffic joining from Gonville Place is backed up beyond Hills Road too

The situation on Fen Causeway is exacerbated by the closure of Silver Street, meaning all traffic from Barton Road and Madingley Road directions is being funnelled into Fen Causeway

	<p>In summary. The benefit to cyclists seems negligible. For pedestrians it's probably worse. In terms of congestion for vehicles, it has been absolutely dreadful. I dread to think about how much impact the queueing traffic has had on air quality</p>
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