

Appendix 2

East Road, Cambridge	
Summary of Objections to ETRO	CCC Officer Response
The removal of the layby encourages unsafe manoeuvres as vehicles accessing the cottages on Parkers Terrace cannot turn around and so sometimes have to reverse out onto East Rd and delivery drivers are unable to drive into the terrace and so rather than use the layby they obstruct the end of the terrace or neighbouring properties or park on the pavement.	The flexible bollards stop at least 6m from the start of the entrance to the Terrace and auto-tracking shows that large cars or transit vans can use this area to turn if reversing out onto East Road. Movements of large vehicles are restricted by previously existing street furniture on East Road rather than by the trial scheme.
The layby for customers to the local business for customers needing rapid access for urgent supplies and was provided in agreement with the council in a land swap as part of highway changes in the area.	No evidence has been found of an agreement regarding the layby and there is alternative parking at the back of the business.
Neutral comment	
The surface is very rough where the layby meets the road and it is very difficult to cycle through. The wands should be placed on the lines to give sufficient width to ride through easily.	If the scheme is made permanent, the layby will be reconstructed to be flush with the carriageway.
General Feedback:	
Opposition	
Delays to emergency vehicles especially in the section with the central traffic island between Burleigh St and Crispin Place	If the scheme is made permanent, the flexible bollards/wands along this section will be removed and the cycle lane resurfaced with red anti-skid. In the section east of Crispin Place the wands will be placed closer to the kerb, narrowing the cycle lane slightly and widening the vehicle lane. Both amendments should allow easier passage for emergency vehicles.
The scheme is causing significant increased congestion which is lengthening journey times and is detrimental to the environment and local businesses.	The monitoring data only shows a moderate increase in traffic queues during peak hours.
This scheme has been implemented to increase congestion and therefore justify a congestion charge.	The scheme was implemented to improve the safety of people cycling and encourage active travel, and had no connection to the Greater Cambridge Partnership proposals which are now on hold.

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The scheme is making East Road less safe for cyclists	There have been no reported collisions involving cyclists since the scheme was installed.
Towards the roundabout the layout of the flexible bollards/wands near the ARU car park is confusing for drivers – may cause an accident	Drivers turning in and out of the ARU car park have to watch for northbound cyclists on the carriageway in addition to pedestrians on the footway and southbound cyclists on the off-road cycle path, as they did previously. This arrangement is not unusual in Cambridge and in this location requires drivers to adjust to the change and slow down so they can anticipate the movements of vulnerable users.
Cyclists are ignoring the red lights at the Grafton car park entrance and putting themselves in danger from turning vehicles	The new layout should not encourage cyclists to ignore the lights any more than they previously may have done.
Support	CCC Officer Response
The “new provision is simply wonderful. Wide enough for cargo bikes, the wands are low enough to not get caught in handlebars”	Noted
The wands prevent cars/taxis from blocking the cycle lane which was previously a common hazard.	Noted
The scheme makes it much safer and provides a greater feeling of security for cyclists and will encourage active travel.	Noted
“Because of the changes, I've decided to sell my car and only use my bicycle, public transport, and the Cambridge car club. I also know several people who are increasing the amount they cycle because of the changes. “	Noted
Stakeholder responses:	
Stagecoach	We have had significant impacts on our 905 service from the scheme by the Grafton centre.

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