

A339/Bear Lane/Cheap Street Improvements

The works will take place in three phases:

Phase 1 - January 2019 to March 2019

The introduction of traffic lights at the junction of the A339 and Cheap Street to allow traffic to turn right from the dual carriageway into Cheap Street. There will be off peak lane closures and pedestrian diversions.

Phase 2 – March 2019 to May 2019

Upgrading of Cheap Street junction with Market Street. This phase will include the removal of the existing pedestrian crossings and the installation of new traffic lights with pedestrian crossings. Traffic will no longer be allowed to turn into Cheap Street South and access to the railway station car park will be via the new A339/Cheap Street junction. Temporary traffic lights will be installed outside the Vue Cinema while the work is in progress.

Phase 3 – May 2019 to September 2019

Upgrading of the Sainsbury's roundabout and traffic light system. Traffic will no longer be allowed to turn off the roundabout into Bear Lane and will instead be routed via the new A339/Cheap Street junction. There will be off peak lane closures.

Resurfacing

Some parts of the A339, Bear Lane and Cheap Street need to be resurfaced as part of the project. This work will be done at night to reduce disruption.

Frequently Asked Questions

Q What is the thinking behind the proposals? How will they improve traffic flow?

A **The main problem with the roundabout is lack of space, especially for traffic waiting to turn right. Right turning traffic blocks the way for traffic that wants to go straight on, which makes the junction inefficient and causes queues.**

Traffic turning right from A339 north will not be allowed to turn into Bear Lane and will turn right at the new junction instead, where there is more room to wait for a green light without blocking other traffic.

Traffic turning right from the A339 south into Mill Lane or Kings Road will benefit from a short extra lane, but will also benefit from improved traffic signal timings that the closure of the Bear Lane exit will bring about.

While the volume of traffic on Bear Lane will reduce, the southern part of Cheap Street will become busier. To reduce vehicle conflict and allow us to continue to allow vehicles to park on the road, the southern part of Cheap Street will become one way in the northbound direction

Q How much will the project cost and where will the money come from?

A **The cost is estimated at £1.8 million and will be funded by contributions from the Newbury Racecourse development and central government grant.**

Q Will the queue from the new junction block the Burger King roundabout?

A **The timings of the new junction will be linked to the timings at the Bear Lane roundabout, so this shouldn't be a problem. Because the Bear Lane roundabout will have more capacity as a result of the changes, there is less chance of such a big queue developing.**

Q Couldn't you just remove the traffic signals and let the existing junction run as a conventional roundabout?

A **Removing the signals may prove effective for a short period of time when motorists are getting used to the new layout. However, given the predominant flow of traffic is along the A339, motorists exiting Bear Lane and Kings Road would soon find it difficult to do so.**

This would also mean removal of the signal controlled pedestrian crossings at the junction and would leave the subway as the only safe way to cross the A339. This would be considered a backward step for pedestrian access from the east of Newbury to the town centre.

Q Why more traffic lights at the Cheap Street/Market Street junction?

A **At present there are two separate pedestrian crossings on Cheap Street and Market Street with a junction in between. The new traffic light junction will cater for pedestrians, which will allow the existing pedestrian crossings to be removed. The traffic lights are necessary to ensure that traffic from each direction receives equal priority.**

Q Will it take longer to drive into the town centre?

A **It depends where you are driving to and from, but if the new one-way arrangement on Bear Lane increases your journey's distance, the improved traffic flow and reduced journey time should compensate for this.**

Q What about traffic accessing the Wharf car parks?

A **Unfortunately, most journeys to the Wharf car parks from north and east of the town will be longer in terms of distance and time. Irrespective of**

these proposals, we suggest that road users coming to Newbury from the north use one of the car parks in the northern side of the town centre, so they don't have to drive through town, e.g. Park Way, Northcroft or the Faraday Road (old Football Club) car parks.

Q What impact will the propose scheme have on the Air Quality at the Burger King junction?

A **Traffic flow will be improved at the A339/St John's Road "Burger King" roundabout so air quality is expected to improve slightly.**

Q Will it be possible to turn right southbound from Cheap Street to the A339 at the new junction?

A **No. Allowing traffic to make this turn would disrupt traffic flow southbound on the A339. This right turn is catered for at the A339/Bear Lane roundabout.**

Q Will removal of the central reservation on the A339 be unsafe?

A **It is not uncommon for multiple lanes of traffic to be separated without a central reservation. It would not be safe for pedestrians to cross the A339 in this location, so we will install barriers at the kerbside to prevent people from attempting to cross the road.**