

A339/Bear Lane Improvements – 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.

The mini roundabout at Market Street/Bear Lane is needed to enable buses to turn right out of Cheap Street to get to the new bus station in the Wharf and will enable the existing turning restrictions at the junction to be lifted.

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 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, eg Park Way, Northcroft or the 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 Why must the parking be restricted on Cheap Street (South)?

A **Cheap Street is not wide enough for two way traffic flow and a row of parked cars. Traffic flow would therefore be impeded if vehicles had to stop to give way to oncoming traffic. We would not necessarily restrict the parking 24/7, just at the busiest times.**

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, and it may be necessary to install new or extend existing barriers at the kerbside to prevent people from attempting to cross the road.**

Q Which developments have been included in the modelling?

A **The traffic from the following developments has been included in the model:**

- Newbury Racecourse
- Market Street
- North Newbury
- Stirling Cables (including the new Link road to bypass Kings Road)
- Pyle Hill
- Pinchington Lane
- New Road
- Coley Farm
- Speen