

# **Eaton / Cringleford Project – Push the Pedalways**

## **Working Group – Questions and Feedback Report**

(Venue: Red Lion Pub in Eaton, Norfolk – Held on Friday 1<sup>st</sup> July 2016 from 10am)

**August 2016**

## **Introduction**

This document contains Norfolk County Councils responses / feedback in conjunction with questions and queries that were raised by attendees of the Working Group meeting that took place at the Red Lion Pub in Eaton on Friday 1<sup>st</sup> July 2016 at 10am which lasted around 2 hours.

During the meeting a series of detailed discussions took place with a range of questions and queries raised by individuals. Concluding the meeting each point has been investigated and considered by the Project Delivery team. A summary of responses have been prepared which are presented within this document.

## **Questions and Responses**

**Question:** Consider 3 way traffic lights at Intwood Road / Eaton Street junction, with pedestrian crossing points.

**Response:** This would have a negative impact to the traffic (flow capacity) using Newmarket Road and Eaton Street as the required green time for the Intwood Road green stage would have to come from Newmarket Road / Eaton Street green time, as would any pedestrian green man time and clearance periods.

**Question:** Can there be a single lane heading on Eaton Street east / north onto Bluebell Road? Currently busses turning left have to wait for traffic turning right to move before they can proceed due to the tail swing.

**Response:** The proposed new layout includes a much wider nearside lane now at 3.2m wide (was previously about 2.5 / 2.6m), this combined with a new constant 12m corner kerb radius and relocated stop line on Bluebell Road allow a large bus to make the left turn manoeuvre within the lane space provided. See the vehicle track diagram PE4118-TS-100 track 34.

It is beneficial in terms of capacity to have a separate left turn lane from Eaton Street into Bluebell Road as this relatively heavily traffic movement is able to run on green during more than one traffic signal controller stage whilst the ahead / right turn

adjacent lane does not.

**Question:** Can part time signals be considered? Can the signals at Cringleford Bridge be on demand on at off peak times? Is there any data on predicted travel times past along Eaton Street as a result of the new layout?

**Response:** Part time signals would not be a desirable option because:

- This would leave no formal traffic management arrangement during the time period when the traffic signals are not in operation which may pose a risk of conflict between any vehicles travelling in opposite directions over the narrow bridge.
- A 'no formal traffic control' option over the bridge was discounted as unacceptable with safety concerns at a previous progress meeting during the preliminary design process.
- There would be an inconsistent situation if sometimes when approaching there are signals and sometimes not, which may be confusing for some drivers.

During quieter times when there are lower traffic flows, the signals would rest in the absence of any demands on All Red, i.e. red signals shown at the same time on both approaches, when a vehicle is detected approaching from either direction the traffic signals would respond by providing a green signal allowing that vehicle to proceed. This is beneficial in terms of traffic calming as it removes the temptation for a vehicle arriving at the site to race to get through a green signal already showing before it changes to red, and also beneficial in terms of an approaching vehicle seeing a red signal not having to wait as long for it to change to green from an all red stage as opposed to the time needed for the signal to change if green were being provided to the opposing direction, which would then need to allow time for any vehicles already on the bridges to clear.

During busy periods the signals would likely be continuously changing from green to all red to green at the other end of the bridge section and back again to respond to continuing demands from vehicles and cycles with the green time being varied by the controller within predefined amounts depending on the traffic and gaps in traffic detected on the approaches.

**Predicted travel time data:** The performance of the Eaton Street / Bluebell Road / Church Lane junction with the new cycle facilities is expected to be similar to the existing layout. As far as the new signal controlled arrangement over the bridges is concerned, it is anticipated that the existing very long inbound tidal queues which sometimes extend back over Cringleford Bridge over the A11 in the am peak period would be significantly less as the signals would provide a more balanced provision of green time with the less busy outbound traffic flow, with a similar situation for the reverse pm peak period.

**Question:** Traffic turning right from Bluebell Road onto Eaton Street sometimes stops at the red lights (repeaters from the slip road onto Eaton Street from Newmarket Road)?

**Response:** The proposed new layout would remove the pedestrian refuge island and the secondary traffic signal mounted on it, a new signal would be provided instead on the new southern footway / cycleway where its signal aspects would be less visible to right turning traffic from Bluebell Road into Eaton Street, additionally visors /hoods/ louvres can be provided if considered necessary during the detail design stage to provide appropriate signal visibility, this should prevent drivers misinterpreting the signal and stopping when not required to do so.

**Question:** Can a dedicated Right Hand lane with a separate green at the Eaton junction on Eaton Street turning right into Church Lane be implemented?

**Response:** Due to the very low numbers of vehicles which travel straight ahead from Eaton Street (from south-west) into Eaton Street (north-east toward the A11 slip road) the proposed ahead and right turn lane (as was the existing) is predicted to mostly carry traffic wishing to turn right into Church Lane, so no separate lane is required. It is conceivable that a green right turn indicative arrow could be provided to give some time for waiting right turning vehicles which have been unable complete the turn in gaps in the opposing traffic flow from the slip road during the standard green time (during stage 1), a right green arrow for a few seconds would allow those waiting vehicles to proceed unopposed. This would need to be considered during detail design and included / excluded depending on the results of that process.

**Question:** Can the proposed zebra crossing outside of the church be moved away from the bend?

**Response:** The proposed location of the zebra is situated where the existing drop crossing is currently adjacent to the church. The scheme proposals include implementing a 20mph speed limit through this section of Newmarket Road, which will include a series of different traffic calming measures to be implemented such as raised tables to reinforce the proposed speed limit within the environment. The crossing will form part of the Stage 1 Safety Audit review and comments from our Safety Engineers will be fully considered during the detailed design.

**Question:** Can there be a keep clear box / yellow box implemented opposite Intwood Road to allow cyclist somewhere to go turning right from Intwood Road onto Eaton Street?

**Response:** Since the working group progress has been made with the design. As part of our proposals we are looking into the feasibility of yellow box / keep clear markings adjacent to the Intwood Road junction. This will be considered as part of the Safety Audit Review along with any impacts on traffic slows this may add.

**Question:** Outside 18 Eaton Street at the cross roads – there will be a large open space with listed buildings. Can we use special materials to convey the difference between pedestrian and cycle spaces?

**Response:** The palette of materials used across the scheme will need to be fully agreed with the appropriate conservation officer. This will be considered during the detailed design stage of the project.

**Question:** Eaton Village sign needs to be relocated during the works.

**Response:** All signing will be reviewed as part of the detailed design of the scheme.

**Question:** How far does the 20mph Speed Limit extent into Church Street?

**Response:** The exact extents is yet to be fully determined, the general feedback from the working group suggested they would like to see the section up to the Bank implemented as a 20mph in this busy area. This is currently being reviewed and will form part of the Stage 1 Safety Audit.

**Question:** Can segregation be considered rather than shared use along the Eaton Street Slip Road? How will pedestrians / cyclists / visually impaired pedestrians use this space particularly at the Eaton cross roads junction? Can the tactile's be extended to the building shorelines?

**Response:** It will not be possible to implement blanket segregation within the entire limits of the scheme, but where the available space allows for segregation it will be implemented. At the Eaton cross roads tactile slabbed areas will be extended to building lines to enable visually impaired to navigate. A palette of materials will be used at the shared areas around the junction to encourage cyclists to naturally separate themselves from pedestrians where there is no alternative to crossing pedestrian and cyclist paths.

**Question:** Bluebell Road Slip Road up to the A11, paved area on left hand side but wants it on the right hand side for the bus stop.

**Response:** Any considerations for improvements to Bluebell Road Slip Road do not fall within the extent of works for this brief. There is a separate scheme that is looking at improvements on Bluebell Road that is being delivered by Norwich City Council.

**Question:** Can the 30mph signs on Newmarket Road be moved further southbound, to be situated before the Newmarket Slip Road (northbound) to slow traffic adjoining the Newmarket Road traffic.

**Response:** These signs do not fall within the extent of works for this brief so would not be altered as part of the scheme. Norwich City Council are currently looking into this proposal as part of another scheme.

**Question:** Consider removing the bus lane on Newmarket Road before the Newmarket Slip Road (Northbound) entry as this causes traffic to cut across lanes without looking.

**Response:** This bus lane does not fall within the extent of works for this brief so would not be altered as part of the scheme.

**Question:** At the Keswick Road / Intwood Road junction, can some physical traffic calming features be implemented on Keswick Road to slow down traffic.

**Response:** This junction does not fall within the extent of works for this brief so would not be altered as part of the scheme.